

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 257.—VOL. X.]

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[PRICE 6D.

BRECONSHIRE AND MONMOUTHSHIRE.
VALUABLE INTEREST IN COAL MINES, IRON FOUNDRY, LIME KILNS, WHARFS, &c.

TO BE SOLD, BY AUCTION (in separate lots), by Mr. THOMAS PRICE, on Saturday, the 8th day of August, 1840, at the Swan Inn, Brecon, at Twelve o'clock noon (Lot 1); all the unexpired term and interest in those **VALUABLE VEINS AND SEAMS OF COAL**, situated in the parish of Bedwelly, in the county of Monmouth, called the

BRINORE COLLIERY,

together with the MAESMAWR WHARF, Iron Foundry, Lime Kilns, Warehouses, &c., situated at Talybont, in the county of Brecon. The colliery is in full work, well established, and capable of supplying, to an unlimited extent, coal of two kinds—one peculiarly adapted for household use, the other of a very superior quality for steam-engine machinery, malting, &c., and other purposes requiring great strength and durability. The Maesmawr Wharf, Foundry, &c., are situated within eight miles of the town of Brecon, on the Brecknock and Abergavenny Canal, and have a good communication, by tramroad, with the colliery. There is also a similar communication from the colliery to the Sirhowy tramroad, by means of which the coal may, with the greatest facility, be conveyed to the flourishing town of Newport, and thence shipped with considerable profit and advantage.

Lot 2.—The unexpired term and interest in the Wharf, Lime Kilns, and Cottages, situated at Brynich, in the county of Brecon, called the

BRYNICH WHARF.

Lot 3.—The unexpired term and interest in the Wharf, Cottages, and Warehouses, situated in the town of Brecon, called the

BRINORE WHARF.

A considerable trade has been carried on for several years, at each of the above-mentioned wharfs, with the coal raised from the Brinore Colliery, which is in great repute, not only in Breconshire, but in the adjoining counties of Hereford and Radnor, to which there is an easy and a convenient transit by means of the Hay tramroad.

The great extent of the veins, and the facility of working the coal, combined with its favourable situation and the well-established market it commands, render the whole concern a most desirable, secure, and profitable investment.

Further information may be obtained on application to the auctioneer, or to Mr. G. Overton, solicitor, Merthyr.

THE GODOLPHIN MINES, CORNWALL.

UNRESERVED SALE.

TO BE SOLD, BY PUBLIC AUCTION, on Monday, the 10th day of August next, at Four o'clock in the afternoon, at the Angel Inn, in the borough of Helston, subject to such conditions as will be produced at the time and place of sale, all those **HIGHLY PRODUCTIVE TIN AND COPPER MINES**, called the GODOLPHIN MINES, situated in the several parishes of Breage and Crown, in the county of Cornwall, on which several engines have been erected, together with the valuable machinery and materials thereon. These mines are in full course of working, and are producing large quantities of tin and copper ore; the prospects are highly flattering, and a personal inspection is invited, for which every facility will be afforded.

For a view of the mines, apply to Capt. Thos. Richards and the agents thereon; and for further particulars, application must be made to Capt. Wm. Richards, Rosapea, Marazion; Mr. Henry Trefusis Smith, solicitor, Devonport; Messrs. Simmons, Pasingham, and Simmons, solicitors, Truro; or Messrs. Grylls and Hill, solicitors, Helston.—Truro, July 8.

IRON WORKS AND COLLIERIES.—TO CAPITALISTS.

An opportunity is afforded whereby a gentleman possessing capital, may acquire an interest in an undertaking of considerable promise, and on which from £45,000 to £50,000 has been expended in the opening of several seams of coal, and the erection of two furnaces and other buildings appertaining to ironworks. The present sale of coal is from 450 to 500 tons a week, which will be considerably increased upon the winning of one or more other seams, and a large quantity of coke and ironstone is on the bank preparatory to "blowing in" the furnaces, which is contemplated at an early period.

The amount required as a floating capital, and to perfect the works, as also to acquire an ample stock of materials on hand, is estimated at £15,000 to £20,000, which sum the present proprietors are desirous of obtaining, by admitting a partner to an interest in the works, full details of the capabilities of which will be rendered, and every facility afforded for acquiring information. The proprietors would not object taking up £20,000, on mortgage of the property, for a certain term, with option, if considered desirable on the part of the mortgagor, to take an interest in the works within a given period, as may be agreed upon. Mr. HENRY ENGLISH, 37, New Broad street, City, possesses the necessary information which may be required in the first instance, to whom communication, by letter, may be made, or an interview appointed with that gentleman.

MINES IN THE CHANNEL ISLANDS.—A few SHARES to be disposed of in the HERM MINES, the property of a gentleman who is about to emigrate to New Zealand. Apply to Frederick Bankart, Esq., 34, Clement's-lane, who can give every information relative to the same, as well as the silver and copper mines in the island of Sark. Capitalists will find these mines worthy of attention.

VERY VALUABLE COAL AND IRON MINES.

DENBIGHSHIRE, NORTH WALES.

In the month of August next, will be OFFERED FOR SALE, by the assignees of Mr. Richard Greenhow, a bankrupt.

THE PANT AND RHOS LLANERCHRUGOG COLLIERIES AND IRON WORKS, consisting of EXTENSIVE AND VALUABLE MINES OF COAL AND IRONSTONE, situated in the parish of Ruabon, in the county of Denbigh, North Wales, together with the machinery, engines, blast furnaces, and utensils necessary for carrying on the works in an efficient and profitable manner.

Due notice of the time and place of sale will be given, and full particulars of the property will appear in future papers; and, in the meantime, information relative thereto can be obtained on application to Abraham Banks, Esq., Liverpool; Samuel Kenrick, Esq., Handsworth, Birmingham; Mr. William Kenrick, coal master, Wynn Hall, Ruabon; Messrs. Tomlinson and Keary, solicitors, Stoke-upon-Trent, Staffordshire; Messrs. Clarke and Medcalf, solicitors, 29, Lincoln's-Inn-fields, London; Mr. E. H. Edwards, 35, Bedford-row, London; Mr. Thomas Edgworth, solicitor, Wrexham; or to Messrs. T. A. and J. Grundy, solicitors, Bury, Lancashire.

MINING MATERIALS FOR SALE.

TO BE SOLD, BY PRIVATE CONTRACT, at WHEAL CALMADY MINE, near Bridestow, Devon (nearly as good as new), a WATER WHEEL, forty feet diameter, and two feet breast, with cast-iron segments and axle, and shifting cranks; about 80 fathoms of flat rods (square iron), with pulleys and stands; also 14 fathoms of 9-inch iron pumps, 28 fathoms of pump rods (iron), bob, guileges, capstan, shears, whim, ropes, ladders, timber, iron, smiths' and miners' tools, and sundry other useful mining articles.

For further particulars, apply to Captain Joseph Ninnis, at the Mine; or Mr. Paul Ninnis, No. 7, Duke-street, Adelphi, London.

MINING INVESTMENT.

TO BE SOLD, by PRIVATE CONTRACT, pursuant to arrangements made for dissolving the late company, and settling their affairs, THE DARTMOOR UNITED TIN MINES,

with the machinery, implements, and materials, consisting of a water-wheel for pumping, 24-foot diameter, and 4-feet breast; another wheel for stamping, 24-foot diameter, and 34-feet breast, with all usual connections of rods, hobs, and necessary appendages for draining the mine, and stamping the ores, to effect which there is a powerful and never-failing supply of water belonging to the sets; ten fathoms of 10-inch, ten fathoms of 9-inch, and ten fathoms of 7-inch pump, working pieces, slack doors, &c., capstan, shears, whims and pulleys, kibbles, ropes, smiths' and carpenter's tools, timber, iron, and sundry new and old mining materials.

There are several sets in these sets, on two of which, called the Gobhetts, Dely Hoig and other sets, considerable trial has been made, by sinking an engine-shaft forty fathoms, and driving levels at an expense of nearly £1000, in the course of which some good courses of rich tin ore has been discovered, the sale of which has produced nearly £1000.

These mines are situated near the villages of Hesworthy and Huckaby, on Dartmoor, about nine miles from Ashburton, and eleven from Tavistock, and the Dart and Plymouth Railroads is only about three miles from the works.

There appear to have been very extensive workings on the banks of these sets by the old miners, towards which the levels are extending, and from the quality of the tin, and the formation of the sets that have been already worked upon, experienced miners agree in opinion that large quantities of tin ore will be discovered under these old workings, which will amply repay a liberal outlay to sink the mine, and extend the levels below the at present comparatively shallow levels, and which course of working the present company have been prevented from adopting, solely from disagreements among the adventurers, which have led to the dissolution of the company.

Unless these mines and materials are sold in one lot, on or before the 3d day of August next, there will be a PUBLIC AUCTION, to sell all the before mentioned materials, in such lots as may be decided on at the time of sale, which will be held on the mines, on Friday, the 7th day of August next, precisely at Twelve o'clock noon.

To treat for the purchase, and to obtain further information, application may be made to Messrs. Whitedford and Bennett, solicitors, Plymouth; or Mr. Bridgeman, solicitor, Tavistock.

Dated 1st July, 1840.

SHANNON COMMISSION.

TO CANAL CONTRACTORS, BRIDGE BUILDERS, and OTHERS.—The Commissioners for the Improvement of the River Shannon hereby give Notice, that the PLANS and SPECIFICATIONS of the SEVERAL WORKS proposed to be EXECUTED on that RIVER, at Killaloe, Meelick, Banagher, Shannon-Bridge, and Athlone, and for DREDGING the VARIOUS SHOALS situated between Killaloe and Athlone, will be READY FOR INSPECTION at their offices in Dublin, on the 16th day of August next.

The proposed works will be as follows:—

KILLALOE.

TO CONSTRUCT A STONE WEIR OR DAM—about 1100 feet in length; to down Five Arches of the present Bridge, and erect Three Arches, of forty feet span each, in their place; to deepen the Channel of the River, and remove the Embankment alongside the Canal.

MELICK.

TO CONSTRUCT A STONE WEIR—about 1330 feet in length, with Retaining Walls and Platform; to build a Lock, 140 feet in length, and forty feet in width, with a Canal and Embankment, of about three-quarters of a mile in length; and to deepen the Bed of the River.

BANAGHER.

TO BUILD A STONE BRIDGE OF SEVEN ARCHES, Six of sixty feet span, and One of forty feet span, with a Cast-iron Swivel Bridge; to form an Opening of forty feet in width; and to deepen the Bed of the River.

SHANNON BRIDGE.

TO UNDERPIN THE PIERS OF THE PRESENT BRIDGE; to make a Cast-iron Swivel Bridge, of forty feet opening; to clear away the present Navigation Arch; and to deepen the Bed of the River.

ATHLONE.

TO BUILD A STONE BRIDGE, CONSISTING OF THREE ARCHES, of twenty-five feet span each; to make a Cast-iron Swivel Bridge over the Canal; to erect a Lock, nearly similar to the one intended for Mellick; to widen the present Canal; also to construct a Stone Weir, about 700 feet in length, and to deepen the Bed of the River.

THE DREDGING.

The dredging will consist of the removal of the several Shoals in the Bed of the River, between Killaloe and Athlone, by means of vessels and machinery, which will be provided for that purpose by the Commissioners.

Any further information may be obtained upon application to Thomas Rhodes, Esq., the Commissioners' Principal Engineer, Custom-house, Dublin; or to the district and resident engineers at their various stations on the River Shannon, who will show the proposed sites of the several works.

Scaled Tenders, addressed to the Secretary, Shannon Commissioners, Custom-house, Dublin, to be delivered on or before the 10th day of September next, after which day no Tender will be received.

EDWARD HORNBY, Secretary.

The Commissioners do not consider themselves bound to accept the lowest Tender.

(Signed) EDWARD HORNBY, Secretary.

Shannon Commission Office, Dublin, July 22.

THE AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY.

29, NEW BRIDGE-STREET, BLACKFRIARS, LONDON.

Capital £250,000, in 10,000 shares of £25 each.—A deposit of £5 per share paid by every subscriber.

The profits derived from the business transactions of the establishment ascertained quinquennially, and added to the capital stock until the full amount be accumulated, which is then to be kept complete as a protection to the assured. The guarantee capital, as also the assurance fund, vested in the honorary directors and trustees recommended by the local committees. Interest, at the rate of 4 per cent. per annum allowed on the sum actually paid by each subscriber, and at £5 per cent. on the quinquennial additions to the capital stock.

TRUSTEES.

The General Hon. Sir Alexander Duff, K.C.H.

Major-General Alexander, H.C.S.

James Duff, Esq., M.P.

The affairs of the company to be under the direction and control of the

BOARD OF MANAGEMENT.

Sir James Broun, of Coalton, Bart.

William Bell, of Prince's-street, Hanover-square, Esq.

Richard Broun, of Wigmore-street, Cavendish-square, Esq.

Alexander Gordon, of Finsbury-street, Westminster, Esq.

Henry Kerr, of Orchard-street, Portman-square, Esq.

Harman Lewis, of Gordon House, M.A.

John Macdonald, of Norfolk-street, Esq.

Thomas Pemberton, of Cadogan-place, Esq.

George Robinson, of Stone-buildings, Lincoln's-inn, Esq.

Thomas Ralph, of St. James's-square, Esq.

AUDITORS.

Robert B. Pollard, of Bemell House, Middlesex, Esq.

Charles Hutton Gregory, of Croydon, Esq.

MEDICAL OFFICERS.

William R. Basham, of Chester-street, Grosvenor-place, M.D.

Edward W. Pollard, of Brompton-square, Esq.

BANNS.

Messrs. Coutts and Co., Strand.

London and County Joint-Stock Bank, 71, Lombard-street.

Royal Bank of Scotland.

The benefits flowing from life assurance cannot be better illustrated than by the recorded opinion of the late Mr. Morgan, "that an assurance on any life effected in any office is not only a private but a public benefit;" and the opinion of a man of so much knowledge and experience, who devoted a long life to the management of one of the oldest and most prosperous of these establishments, must always be sufficient to impress a conviction of their utility and importance on every reflecting mind. The increase of companies for the assurance of lives so far, then, from being the result of ill-advised or hazardous speculation, is to be attributed to an extended knowledge of the protection and security afforded by them, and of the solid basis and unerring principles on which the experience of more than a century has proved them to be founded. This knowledge is increasing, and will continue to increase, with the extending intelligence and means of information possessed by those classes of the community to whom the system of life assurance is more particularly applicable.

The Agricultural and General Life Assurance Company is framed upon such principles as to secure the greatest benefits to its members, and so regulated in its details to be free from the usual imperfections and defects, and the managers feel assured that the principles upon which it has been founded, and the regulations under which it will be conducted, entitle the establishment to the confidence and preference of the public.

Advantages exclusively presented by the Agricultural and General Life Assurance Company:—

The board of management is composed of shareholders and policy-holders, the majority being assured to the extent of £2000 each with the institution.

The holders of policies for the term of life for £2000 and upwards, qualified to become members of the board.

The auditors are policy-holders and the holders of policies for the term of life for £1000 and upwards, qualified for that office.

The holders of policies for the term of life for £1000 and upwards, have votes in the election of auditors.

The trustees to be nominated by the Metropolitan board, and by the local committees, the latter in each case to be composed of a majority of the holders of policies for the term of life for £1000 and upwards.

The funds of the company to be vested in the trustees, none of whom are to be shareholders, but all of whom may be policy-holders, who are to have a power of intervention in the affairs of the institution for the protection of assureds.

No severance to be made of the assurance fund, nor any dividend paid upon the capital stock, until a report, approved by the auditors, shall have been made of the debts, credits, and precise state of the institution, showing the estimated profit, a cautionary reserve to protect against casualties, and the sum applicable to meet the outstanding engagements to the trustees, who are vested with a veto against the payment of an excessive dividend.

No claim upon a policy to be resisted, except upon the authority of a special representative and recommendation of the committee of the district within which the policy was effected, showing a fraud upon the company, or some well-grounded objection to an unjust demand.

All claims payable within one month after proof of death.

Ten per cent. on the sum assured may be received immediately after satisfactory proof of death shall be afforded, whenever the circumstances of the claimant shall render such an accommodation essential.

No proof of birth required after a claim shall arise, as the age of the assured will be at all times admitted in the policy.

Fraud only to vitiate a policy, and all disputes to be settled by arbitration, at the option of the assured.

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PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

FRIDAY, JULY 17.

London and Greenwich Railway Enlargement and Station (re-committed)—Bill reported; report ordered to lie on the table, and to be printed.

SATURDAY.

Naples—Petition from Glasgow, in favour of the treaty now pending between Her Majesty's Government and that of the King of Naples; ordered to lie on the table.

MONDAY.

Iron, &c.—Account presented, of foreign iron imported and exported, and of British iron, hardware, and cutlery, exported in the year 1839 [Ordered 30th July]; ordered to lie on the table.

COAL DUTIES (LONDON).

Mr. E. J. STANLEY moved for leave to bring in a bill to continue for a further term the duties now levied on coal imported into the port of London, or brought into the river Thames within the liberty of the city of London, and certain other duties and charges.

Mr. HAWES must certainly oppose this bill. It raised the price of one of the necessities of life to the poor, and injuriously affected their welfare.

Sir T. FREMANTLE would join the honourable member in his opposition to a pernicious measure, that seemed to be renewed from time to time for no other purpose than to please the Honourable Baronet, an alderman of the city of London, and his constituents.

Mr. E. J. STANLEY said the bill was only to continue for four years longer these duties, which, under the present act, would expire in the year 1845, and they were to be applied towards improvements which were admitted to be very desirable.

The SPEAKER must inform the honourable gentleman, that the same objection existed to this motion as he had recently noticed with respect to a motion of the honourable member for the University of Oxford. It could be originated only in a committee of the whole House.

Mr. HAWES then gave notice, that upon the motion that the Speaker do leave the chair, he should take the sense of the House upon it.

TUESDAY.

Bank of Ireland—Bill read the second time, and committed.

WEDNESDAY.

Coal Duties (London)—Petition against the continuance thereof; ordered to lie on the table.

Coal Trade—Petition of Thomas Bradfield, for inquiry into his services in the detection of frauds thereto; ordered to lie on the table.

London and Greenwich Railway Enlargement and Station—Report further considered; amendments agreed to; bill to be ingrossed.

Iron, &c.—Accounts [presented 20th July] ordered to be printed.

THURSDAY.

Mr. Speaker reported the Royal Assent—To the Timber Ships Bill; Birmingham, Bristol, and Thames Junction Railway Bill; Taff Vale Railway Bill; Ardrosson and Johnstone Railway Bill; Glasgow, Paisley, and Greenock Railway Bill; Edinburgh and Glasgow Railway (No. 2) Bill; Dublin and Drogheda Railway (No. 2) Bill; and the Hartlepool Dock and Railway Bill.

Railways Bill—Petition of the Birmingham and Gloucester Railway Company, against; ordered to lie on the table.—Order for further consideration of report read; bill recommitted; considered in committee; bill to be reported on Monday next.

RAILWAYS BILL.

On the motion of Lord Seymour, the House resolved itself into committee on the Railways Bill, and proceeded to discuss clause 1, which requires that no railway which shall not have been opened before the passing of the Act, shall be opened for the conveyance of passengers or goods, until one calendar month's notice in writing to the honourable committee of Privy Council appointed for trade and foreign plantations.

Lord GRANVILLE SOMERSET proposed "two months."—Mr. HUME suggested that after doing all they could to perfect the bill, so that parties might have an opportunity of seeing what was intended, it ought not to be proceeded with this session.—Sir ROBERT PEEL thought the noble lord was authorised in proceeding with his bill.

A great deal of discussion took place as to the necessity of the notice.

The blank having been filled up with the words "one month."—On the question that the clause, as amended, stand part of the bill, Sir JAMES GRAHAM thought a month the shortest time that could be fixed by the committee.

Mr. EASTHOPE observed that the responsibility with regard to the opening of railways now rested upon the directors, under the guidance of their engineers. If they threw open the works before they were in a condition to be employed with safety to the public, and if the public were endangered by their neglect, he was confident that he should be told by the Attorney-General, that if such a case were brought into a court of justice, it would bring upon them damages proportioned to their offence. They felt, therefore, that this clause would operate only in this way—that if there was a positive notice given by the engineer engaged by the Board of Trade, that the railway was not in a safe condition, it would affect them only by aggravating the extent of damages to which they would be liable before a legal tribunal for any mischievous consequences of their neglect or improper conduct.

Mr. WARBURTON thought they would do well to leave the undivided responsibility to the railway companies.—Mr. LABOUCHERE supported the clause.—After a good deal of further discussion, the clause was carried by a majority of 84 to 18.

On clause 2, providing that railway companies shall keep such books and make such returns as the Board of Trade shall require, Captain BOLDERO was surprised that so tyrannical a clause should have been proposed.—The clause was ultimately struck out.

Clauses 3 and 4 were agreed to.

Clause 5, authorising the Board of Trade to appoint any proper persons to inspect any railway, was, after some discussion, agreed to.

The committee proceeded with the other clauses till 13, providing for the punishment of servants of railway companies, when Mr. EASTHOPE suggested that the clause was not sufficiently comprehensive, or sufficiently stringent, to cope with the evil. The clause was ultimately agreed to.

The whole of the clauses were then agreed to.

LAW INTELLIGENCE.

BANK OF ENGLAND AND THE LONDON JOINT-STOCK BANK.

HOUSE OF LORDS—JULY 20.

BOOTH v. THE BANK OF ENGLAND.—This was an appeal from an order of the Master of the Rolls, restraining the plaintiffs in error, who are the directors of the London Joint-Stock Bank, and also the managing director, George Pollard, and every clerk, servant, or agent of the same partnership, from accepting, in the name of the partnership, or in any other name on their behalf, in the course of their banking transactions, any bills of exchange payable on demand, or at any period less than six months from the date of the acceptance. The suit in which this injunction was pronounced arose out of the following circumstances:—The London Joint-Stock Bank, which consists of more than six partners, having undertaken the agency of the Kingston Bank of Upper Canada, agreed to accept the draft of the latter bank to the extent of 40,000£; but as the acceptance by the London Joint-Stock Bank as a partnership would, in the circumstances, be a violation of the exclusive privileges of the Bank of England, it was arranged that the drafts of the transatlantic firm should be accepted by Pollard in his individual capacity, the payment of such acceptances to be guaranteed by the partnership. In this way it was thought that the law might be evaded, but upon the hearing of the case at the Rolls', Lord Langdale pronounced the order from which the present appeal was made. The case was argued at great length before the judges a few days ago, and now.

Lord Chief Justice TINDAL delivered the unanimous opinion of his brethren, that the argument in question was only an indirect method of doing what could not be directly done according to law, and that the order of the Master of the Rolls was, therefore, correct. His lordship stated, at the same time, that the judgment of the Court of Common Pleas, in the case of "Bank of England v. Anderson," which laid down the same doctrine, had been taken into consideration upon the present occasion, and had received the unanimous approbation of all the judges of Westminster Hall.

The Lord CHANCELLOR and Lord BROUGHAM expressed their entire concurrence in the opinion of the judges, and stated that they had never entertained any doubt about the case.

DURHAM AND SUNDERLAND RAILWAY.

ROLLS' COURT—JULY 18.

THE COMPANY v. WARNE.—Mr. Bethell and Mr. Hume appeared for the defendant, and Mr. Pemberton for the company. This was an application to set aside the injunction obtained or parts against the defendant, restraining him from pulling down the railroad and works extending over grounds of which he is a tenant, in common with several others. The following are the facts of the case:—The defendant is one of several persons, tenants in common, of certain lands on the banks of the Sunderland Canal, through which the works of the railway must pass; the plaintiff entered into arrangements for the purchase of the interest of the other proprietors, but the defendant refused all terms, and when the deed was presented to him for his signature, refused to assent to it. The company entered on the lands, pulled down the houses thereon, and commenced erecting the works for the completion of the railroad, which the defendant threatened to pull down, and had thrown interruptions in the way of the company's

proceedings, when the present bill was filed, and an *ex parte* injunction obtained thereon. Notice having been given of this application to discharge the injunction, the counsel for the defendant contended that the company had no right to come forcibly on his lands and pull down the houses without making him satisfaction, and that the court could not equitably sanction that body in taking the law into their own hands, when they had the power of proceeding by legal means to ascertain the value of the lands previously.

For the company it was urged that one of many individuals having identical rights, should not be permitted to exercise his litigious spirit to interrupt a great national work, where those similarly situated had assented to the use of the lands for that purpose; and that since the defendant could not prevent the company from taking the lands, the assessment of the value was as easy after the works were going upon them as before.

On Wednesday Lord LANGDALE pronounced his decision. His lordship said he had read the papers and affidavits, and was of opinion that the injunction obtained by the company, restraining the defendant Warne, &c., could not be supported. The injunction, therefore, must be dissolved, and with costs.

MOFFA COPPER WORKS.

WIGE CHANCELLOR'S COURT—JULY 20.

WILLIAMS v. THE EARL OF JERSEY.—This was a demurrer to a bill filed to restrain an action which the Earl of Jersey had brought against the plaintiff as owner of the Moffa copper works, near Swansea, for a nuisance, arising from the nature of the works, which were said to be very prejudicial to herbage on the neighbouring lands of the earl. The plaintiff, by his bill, alleged that he was tenant of the Duke of Beaufort, who had obtained the piece of ground in question from the Earl of Jersey, in exchange for other lands, for the very purpose of carrying on the copper works in connection with other old works of the same sort.

Mr. Tennant appeared in support of the demurrer; Mr. K. Bruce and Mr. Jacob appeared in support of the bill.

His Honour said, when the circumstances were explained to him, he thought the bill really had for its object to quiet the plaintiff in his possession. It was clear, if the plaintiff's case was true, he was entitled to be relieved against the action.—The demurrer was overruled.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

July 20.—The ground 'In Hitchens' shaft is favourable, is sinking with a satisfactory progress. In the 100 fathoms level west there is no alteration. In the ninety fathoms level west of James' winge, the lode is twenty inches wide, and worth about 12*l.* per fathom. In this level east of said winge, the lode is ten inches wide, and unproductive. We have commenced driving the level west of Dennis' winge, but no lode has yet been taken down. In the eighty fathom level west of the engine-shaft, the lode has not been discovered since driven through the cross-course, and are still continuing the end north in search of it. In the cross-cut to the north, the lode at this level is still in unfavourable ground. In the stopes, in the back of this level, the lode is twenty inches wide, and worth about 24*l.* per fathom. The stopes in the back of the seventy fathom level west no alteration. In this level east the lode is still encouraging, being from two to two and a half feet wide, and worth about 20*l.* per fathom. In the stopes in the back of this level the lode is two feet wide, and worth about 60*l.* per fathom. The tribute pitches upon the whole are favourable.

F. PHILLIPS.

UNITED HILLS MINING COMPANY.

July 21.—In the adit end east the lode is about two feet wide, producing but little ore. In the adit end west the lode is eighteen inches wide, with stones of ore. In driving the ten fathom level the lode continues large, with a branch of ore on the north part six inches wide. In the thirty-six fathom level, in driving east of Turton's shaft, the lode is two feet wide, coarse in quality. In the west end the lode is about two and a half feet wide—one foot ore of a fair quality. In driving the forty fathom level end east of eastern shaft, the lode is three feet wide, producing a small quantity of ore. The lode in Webber's winge is five feet wide, with ore throughout. The stopes east and west of said winge are producing a fair quantity of ore. In Nettle's winge the lode is about five feet wide—two and a half feet good ore. In diagonal shaft no alteration. In the fifty fathom level, in driving east of Williams's shaft, the lode is three feet wide—one foot good ore. We have not yet taken down the lode in Williams's shaft.

C. PENROSE.

POLBREHEN MINING COMPANY.

July 21.—This day we have held the public setting for August, and have set seven pitches; we have four others whose takings are not out until next setting day—making together eleven pitches, varying from 10*s.* 6*d.* to 13*s.* 4*d.* out of 1*l.*, employing forty-four men on tribute and twenty-two on tutwork. Last Tuesday (14th inst.) we sold 13 tons 10 cwt. 1 qr. 2 lbs. of black tin to Vigers and Co., the particulars of which had forwarded by that post. In the early part of the present week we had a breakdown of the small tube in the boiler of the engine, which caused some days hindrance to the underground men. We have to-day, however, forked the water again, and the men have gone to work in their respective places. The lode in the thirty-two fathom level continues small and poor. In the twenty two fathom level, driving east of Rowe's shaft, Doreas's lode is twenty inches wide, producing a little tin, but has the appearance of a promising level. The twelve fathom level, driving west of William's shaft; the lode there is promising, and yielding some good work. Doreas's eastern shaft, sinking on Doreas's lode, the ground is favourable, but the lode is small. At Murray's we have holed the winge rising from the adit to the shallow level on the Wh. Harriet lode; the party of tributaries broke there this month about two tons rich ore.

WEST WHEAL JEWEL MINING ASSOCIATION.

July 20.—In Buckingham's and the south adit shaft the ground is more favourable than last reported. The forty-two west, on Wheal Jewel lode, is fifteen inches wide, composed of prian, spar, and good stones of grey and yellow ore—this is very much improved. In the forty-two east on ditto the lode is two feet wide, composed of prian, spar, mundic, and ore—a very promising lode, and ground favourable for driving. In the thirty west on ditto the lode is one foot wide, with good stones of grey ore in the lode; this is also improved since our last. The twelve west, on this lode, is worth 12*l.* per fathom. No material alteration in any other part of the mine.

S. LEAN.

TAMAR SILVER-LEAD MINING COMPANY.

July 20.—In the 135 fathoms level, driving south, the lode is two feet wide, producing ore mixed with capel, mundic, and spar. At the 125 fathom level, going south, the lode is from two to three feet in width, producing some ores. At the 115 fathom end, going south, the lode is about three feet wide, producing saving work. At the 105 fathom level, driving south, the lode is one foot in width, producing ore in a promising strata. At the ninety-five end, driving in the same direction, the lode is three feet big, producing good work, and promising. In the eighty-five end, going south, the lode is one foot in width, carrying a small tender of silver-lead ores. At the seventy-five end, driving south, the lode is two feet wide, composed of soft spar, mundic, and silver-lead ores. We shall sample to-morrow about forty-eight tons of silver-lead ores.

TRETOIL MINING COMPANY.

July 20.—The engine-shaft continues hard. The lode in the thirty west is from three to four feet big, producing tolerable work, not rich, but ore throughout. The lode in the east end is about fifteen inches wide, but not very productive at present. The rise in the back of this level is yielding good work. The lode in the twenty east is about one foot wide, kindly, but unproductive. We progress but slowly in this end for want of air—we are just now about to rise against Bray's shaft. The lode in the twenty west end is eight or nine inches wide, but unproductive. The lode in the ten end is rather disordered at present by a horse of kilns, showing parts, each about seven or eight inches wide, producing tolerable work. The lode in the adit end at present is from three to six inches wide, yielding some good ore. In John's lode, the lode in the ten fathom west end is about seven or eight inches wide, grey, but not rich. The east end is suspended. The lode in the adit end west is disordered by a cross course—driving north in search of it. We have commenced a cross-cut south, at the adit level from this lode, in search of other lodes in easy ground.

J. BRAY.

ST. HILARY MINING COMPANY.

July 18.—The engine-shaft is ten feet under the eighty fathoms level; the lode is eighteen inches wide, composed of kindly spar and stones of ore. The eighty fathom level east is extended thirty fathoms east of engine-shaft—the lode has had a favourable appearance for some time; yesterday they broke a good stone of ore from the back of the end—I think it is very likely to be a continuation of the ore ground we have in the seventy; the lode has been small, but it appears to be widening very fast. In the eighty fathom level west the lode is twelve inches wide—this end is within nine feet of the western shaft; it has been very kindly from the commencement; last week we cut a branch of ore, which still continues. The back of the level will be all worked from engine-shaft; the present tribute for it are at 6*s.* 6*d.*, 8*s.* 1*d.*, and 10*s.* in 1*l.*, worked by twelve men; the ground in these levels is moderate, 5*l.* per fathom being a fair price. The seventy fathom level east is extended thirty-seven fathoms east of engine-shaft; it has been grey for fifteen fathoms, the last seven of which is a very good lode, at present twenty inches wide, producing two tons of good ore per fathom. The 8 tons 2 cwt. 2 qrs. of ore, sampled on Tuesday from this end produces 10*l.*

which, if sold at 10*l.* standard, would be worth 8*s.* 7*d.* per ton. There is a rise in back of this level, eight fathoms behind the end, which we hope soon to communicate to the winge in bottom of sixty fathom level, when we shall set a pitch in the ore ground; the lode in the rise at present is one foot six inches of which is good ore. The seventy fathom level west is at present suspended; the lode in this end is about eight inches wide, four inches good ore—ground moderate. I am glad to inform you the ground in the crossing is improved; I set it yesterday at 5*l.* per fathom—good price. We have thirty tributaries, who are working very well, and consider they are getting wages.

C. H. RICHARD.

TRELEIGH CONSOLS MINING COMPANY.

July 18.—We have succeeded in clearing the choke at Shanger; have now a free circulation of air, and hope next week to be able to set some tributaries in this part. At Christos we have completed cutting the pit, and shall next week get ready for sinking under the sixty fathom level. The 60 west is as formerly mentioned, nothing of consequence having been done to it for the last fortnight. East the lode is one foot wide, spar and ore—saving work. The fifty is just clear of the cross-course; the lode is large and regular, but its value for ore we can say nothing about. The forty west is clear from the disordered ground; the 1-15 fifteen inches wide, producing a little ore, which I hope will improve, and open tribute ground. The little of the tributaries are working regularly, and getting wages respectively.

W. SINCOCK.

REDMOOR CONSOLIDATED MINING COMPANY.

July 20.—The north engine-shaft is sunk eight fathoms four feet below the thirty fathom level—ground improving. In driving east, on the great west, we find the lode has greatly improved in quality; it is now about one foot big, producing some rich work for copper ore; the ground continues favourable for driving; a considerable quantity of water is also issuing from the lode, which is, we consider, a favourable omen. The lode in the winge, and below the twenty-six fathom level, is at present split into branches, some of which are yielding good work for copper ores. The tribute pitch continues to yield a little ore. At the south mine, from the distance now driven, we expect, in extending this level a few fathoms further, to intersect the silver lead lode, unless it should have taken a different direction by some means.

TINCROFT MINING COMPANY.

July 15.—There has no material alteration taken place in either the appearances or prospects of this mine since my last report. I am happy to say that nothing has in any way retrograded, and in all our operations we are getting on well.

July 22.—I beg to inform you that we have this day sampled 197 tons of copper ore, which we calculate will fetch from 60*l.* to 700*l.* We shall sell a lot of the next Tuesday—say from ten to twelve tons. With respect to the state of the mine, I am glad to say that since my last report the 142 east has very much improved for the 10; the lode in the end is now from five to six feet wide, worth from 40*l.* to 50*l.* per fathom. The 142 west is producing tin copper ore of mean quality, and promising. We are still raising good work from the engine-shaft, sinking under the 142, much the same as in some weeks past. The 120, 100, and 90 ends, are much the same as in some time past. The 81 end, which has for some time past been passing through a hard and rather poor channel of ground, is again got into an excellent course of tin, worth from 60*l.* to 70*l.* per fathom, and still likely to be better. A pitch in the back of this level (81) is working at 8*s.* 6*d.* tribute; has very much improved for copper ore. The 72 end has also

state has averaged 611 cargas, which, when picked, have yielded 345 cargas of ore, calculated to be worth \$4112, exclusive of reduction expenses.

San Cayetano.—The produce of the pit and end of Jesus continues of the same quality and quantity as usual. The pit of San Feliciano, having been advancing for a very considerable time on the most ordinary ores (and those being very scarce), without any variation presenting itself, has been suspended, for (although this is the most advanced working on the inclination of the lode, in San Cayetano, or even in the mine) the pit of Jesus will ultimately reach this depth, supposing the ores to continue. The end of San Feliciano is advancing on the same body of ore as the pit of Jesus. The bunches of good ore in the end of San Francisco have become rather scarce. The pit and end of La Luz contains a body of ore of fair quality; the former occasionally presents some bunches of a rich class. Seventeen pair of bar-men are employed in San Cayetano by day, and an equal number by night.

Los Reyes and Las Animas.—A slight improvement has taken place in the end of the lode, in the south-east of Los Reyes, and the appearances on the inclination of the lode are likewise better. The pit on the north-west side of the border contains a few bands of good ore amongst the common classes. The ores are scarce in the end of Guadalupe, consequently, little work is carried on. The two ends of Las Animas contain a fair quantity of good ores in bunches and threads; these are, however, scattered over a very large surface, and it is therefore necessary to throw down a large portion of the lode, in order to procure a small quantity of picked ore. The same observation is applicable to the pit of Las Animas, and it may also be extended to all the workings generally of the middle body of the lode, which are being worked at present. Eighteen pair of bar-men are employed by day, and sixteen by night. The weekly produce of ore in the rough state from San Cayetano, Los Reyes, and Las Animas, has averaged 1261 cargas, which, when picked, have yielded 209 cargas of ore, calculated to be worth \$1013, exclusive of reduction expenses.

San Juan Bautista.—A slight variation has just taken place in the formation of the lode in the advanced part of this cross-cut, but no ore has been sent with since the last report; 860 varas have been driven. Some bar-men have been employed in the narrow band to the north-west of this cross-cut, mentioned in the last report of the 19th March. The ore has proved hitherto remarkably scarce.

San Miguel.—The extraction has decreased during the last few weeks, the average being 16 cargas, calculated to be worth \$80, exclusive of reduction expenses. Nothing worthy of particular notice has taken place in these works of investigation. There have been four sales of ore on joint account with the buscones, amounting in all to \$10,296 2, of which one-half, \$548 1, belongs to the mine.

Ores sent to the hacienda of Barrera 2263 cargas
Ores on hand at the mine—picked 894
" unpicked 575—1469 ..

G. R. GLENNIE.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, May 17.—*Sirena.*—The average sales for the three weeks, ending 9th inst., amount to \$866 4 4. The prospects of the mine continue without any material alteration.

Assuncion.—From the several points opened out, by reason of the restitutions of the San Esteban level, I have now no doubt we shall be well able to supply canja sufficient for the arrastres appropriated to this mine: 150 carros were sent into the hacienda the week before last, and about 100 cargas last week. There is abundant room for speculation in that part of the mine, to which our attention is now directed, but the low state of my finances will not allow of my extending the scale of operations, although I may venture to hope that the time will come round when it may be prudently and beneficially done.

Cedro.—I was led to think favourably of this mine when my attention was first directed to it. I am now more satisfied with it; should it continue as at present, the average result of the next eight weeks will be more favourable—certainly as to cargo, and, probably, as to quality.

Reduction of ores.—The first torta of Cedro ores at San Augustin I have had divided into two equal parts—one to the administrador, to benefitiate on the old plan; the other I have taken in hand myself, with the aid of Mr. Hales, for the purpose of trying the zinc amalgam; it was incorporated yesterday, and in due time you shall have full particulars of the experiment.

Captain Parkman's Report.

May 18.—*Assuncion.*—Commenced deriving some benefit from the level of San Esteban. The opening a road to San Patricia was one of the objects we had held out from the beginning as being an accessible labour, and of which we had formed a favourable opinion from inspection and assays of the ore. We have thus far no reason to be disappointed with the trial made, and are convinced that, if any thing better is found in the progress of the work, that there is a large space of unworked ground on this cuello in the vicinity. In the workings discovered near the presa, the indications are favourable, particularly in one point to which we have given the name of La Cruz; it is a contra cuello, and about seventy varas on the cuello of the vein below San Patricia. As a general remark, it may be said that this ground is fruitful, and as we believe we are nearly on a level with the deepest workings of the old mine of Assuncion, it is considered desirable, whenever an opportunity offers, to clean out some one of the pozas, or sink in solid ground, until a depth is obtained sufficient to pass under these workings; and although those of Santa Inez, passed through by the level of San Esteban, I have hoped that these planes may be found in good ores. I am convinced that in Santa Inez the work was stopped from the falling in of the roof of the labores over a large extent of ground. Santa Inez seems to have been worked by means of an inclined shaft; the same sinking that destroyed this shaft cut off the communication with the workings of the presa. It is certain they made a new road to the presa, but a long and inconvenient one. I am, therefore, of opinion these planes should be tried on the ground under them, for I think it easier to cut under them than clear them out. In the last week we have increased the amount of produce of this mine, and on the whole the prospect is materially improved.

Cedro.—The prospect held out at the commencement is fully sustained in the past month; the ores bear a greater proportion to the workmen employed than was expected, and the important fact is believed to be established, that, in the few varas we have deepened the planes, that the ores have improved in ley. What we want here is strength, to drive with energy: we have not yet arrived at the rich level of the Veta Madre. Ores of from seven to eight varas can be obtained in abundance, and our extraction can be increased—I may almost say at pleasure. Could we improve the ley of the ores only two varas in the monto, the mine would leave fair profits, and may be made to stock all the company's haciendas with ores.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, May 16.—In your letter of 14th March, you observe that the results of last year do not correspond to what I had anticipated.

Admitting that these results are unfavourable, I beg to explain, that during the latter part of the year, owing to various causes, but chiefly to the illness of the gentlemen at the office here, the accounts were so much in arrear it was impossible to obtain a correct estimate of the costs—hence it has chiefly arisen in the last six months of the year; the actual loss has been \$60,000 more than the estimation. The numerous accidents, in connection with the drainage, which, while they increased the costs, impeded the raising of ores, contributed also to the same unfavourable result. I have, on many occasions, shown the importance of executing the works which have occupied so much of our funds, and which, if not prosecuted, we should have been in a worse position than at present. I have a confident expectation, that events will justify everything done, and if it had been in our power to do more our position would have been better than we now find it. By the works accomplished to acquire condensing water, our steam-engines are now supplied without the loss and hindrances we experienced last year, which, on a moderate calculation, prejudiced the company's interests to \$20,000. The operations at Acosta, Santa Brígida, and Santa Inez, which, for a long period, only caused expense, are now helping our returns. Other points, which still occasion expense, add give no ore, will, in due time, be brought into a state to aid our produce. Looking at all these circumstances, I think it will appear that the inconvenience experienced by the outlay is outweighed by the advantage gained. The blast manufactory at Regla was put into operation in the beginning of the present week; it works well. The amount of ore raised in the last two weeks was as under:—

Antigua.	Puebla.	Total.
Quintals.	Quintals.	Quintals.
Week ending 9th instant.....	3414	411
" 10th instant.....	3123	375
	—	—
6537	786	7323

Estimate of costs and returns for June—

Costs \$59,500
Returns (fifty-eight hours) 21,350

Profit \$11,500

BOLANOS MINING COMPANY.

Guanajuato, April 28.—The general result of the accounts, as I had foreseen, is by no means favourable, a loss of \$6245 having been sustained in working San Clemente and Malancho, whereas San Nicholas has left some profit—indeed, but very insignificant. The loss is the mine of San Clemente has arisen out of a sum of \$5000 for lawsuit expenses, without which there would be a small profit. The haciendas have yielded again a profit by no means inconsiderable—La Grange, \$275; and Beguna, \$1607—total, \$4622. It is much to be feared that the present month will not show more favourable results; but, for the succeeding months, splendid results may be

expected—at least as far as regards San Nicolas and Malancho. In the first mine, the ore part of the vein is one varas wide, and the last assay of the smelting ore, having been taken from a number of bags, show value of 499 marcs per monto, increasing in width downward. The promising part of the Santiago cross-cut, which was driving in a southern direction, is worked again this week, and it is not improbable that the whole extent of the vein—104 varas—should be composed of good ores, since such have been found already in Buen Suceso in ten to twelve varas. San Clemente is now holding out better prospects, San Francisco and west continuing to show good ores. The deepest cross-cut must soon reach the vein, and we shall then see what quality it is, but should good ores not be found, there would still be no reason for despair of a final result. In San Clemente the masses of rich ore seem not to be of large extent, for which reason works of trial must be carried on at small distances from each other, but since the ores show a good appearance—are so very rich—even an apparently poor working is worth being carried on, and the appearance is such as to make us hope that we shall soon reach rich ores again. In Bolanos, the vein I had taken of that negotiation has confirmed its promise, the produce of silver, during the last three months, having exceeded 15,000 marcs, exclusive of the produce of the smelting-house. The extent of the rich ore in Barranco seems to stretch out in the north and south, though, in the last, with several interruptions of unproductive parts. The new smelting-house is going on regular, and certainly fine results may be expected, as soon as a mode of mixing the ores with the ingredients necessary to smelt them, that agrees with their nature, will be found. To the north mine of Santa Fe much work has been done with a small outlay—it is drained to the bottom of the shaft. Probably the steam-engine lately erected there will enable us to try that vein and promising lode in a greater depth, and even to work it out in some places where it shows already rich ores.

April 28.—Clemente Mine.—In the wings, in Buen Suceso, the smelting ore alone, which, in the commencement, was only half a varas in width, has now attained the width of a varas and a half of smelting ores of the best quality; and in the end of Buen Suceso, the same description of ores have now

been accumulated in the mine, we trust that this week's report will be also very good.

EDWARD HARDING. W. T. GRIFFITHS.

About 150 lbs. of gold to be shipped per the *Potosi* packet, to sail from Rio de Janeiro the 31st May.

Gold return for the week ending 10th April....	lbs.	oz.	dwt.	grs.
Ditto ditto 17th ditto....	9	10	8	19
Ditto ditto 24th ditto....	10	2	18	5
Ditto ditto 1st May....	11	4	10	10
Ditto ditto 8th ditto....	20	4	17	14
Ditto for the month of April	55	9	16	11

The following letters relate to Concepcion:—

Cata Branca, April 14.—I have to acknowledge the receipt of your *Concepcion* dispatches of 5th of February, referring me to Captain Cotesworth's instructions therein enclosed. These instructions I have proceeded to follow out, and Captain Williams, accompanied by Mr. Carpenter, starts on Thursday for Concepcion—the former to give his directions regarding the underground proceedings, and the latter to inspect the engine work already done, and to give his opinion and plans for the guidance of the carpenters employed there. The mine work being so much in advance, all our exertions are required to push forward the machinery, and I have directed Mr. Stogart to procure at once a supply of timber, and to secure as many native carpenters as he can. Immediately after the Easter holidays I will send some from hence. As soon as I receive Capt. Williams's and Mr. Carpenter's reports, I will address you more fully, and you may rely on my using every exertion to bring this hitherto unfortunate adventure to a successful issue.

April 28.—Captain Williams and Mr. Carpenter have just returned from Concepcion. The former reports that it will yet take about fourteen days to clear the rises, and that about 300 sets of timber are required for the new and Gongo levels, to put in which will take some time longer. To account for so large a number of new sets being necessary, I must inform you that, in driving the new level, to make as speedy a job of it as possible, the timber were placed as wide apart as could be, and now require additional support in many places. The carpenter at Concepcion is getting on with the engine with the small force there—I will send some more carpenters and smiths. Captain Williams found the coming water considerable, and thinks that a 16-inch working barrel will not be too large.

E. HARDING.

PROCEEDINGS OF PUBLIC COMPANIES.

ST. HILARY COPPER MINING COMPANY.

The annual general meeting of the shareholders in this company was held at the offices in Great St. Helen's, on Tuesday, 21st inst.

J. C. BLANCKENHAGEN, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting.

The CHAIRMAN said he was much disappointed, and very sorry to see so few shareholders present, as this was, both as regarded the situation of the directors and the interests of the shareholders, perhaps the most important meeting they had ever yet held; it was now half an hour beyond the time named, and he left it to the meeting whether they would proceed or not.

There were only seven shareholders besides the three directors present, and after some conversation it was agreed that, as any special business must be discussed at a special meeting, and that such must immediately be called, it would be better to proceed at once with the usual business of the day.

The SECRETARY then read a special report from Captain Roche, a mine agent, who had been called in for the purpose of impartially inspecting the mine, and who had never seen it before; it took a general view of the past workings of the mine, which were not unfavourable, but strongly recommended the vigorous prosecution of the seventy and eighty fathoms levels east and west, which presented the most favourable indications; the south lode was also an object most desirable to be seen at the eighty fathom level, and recommended a cross-cut at the eighty for that purpose, which might be effected in three months.

A report also from Captain Wm. Roche, was read, not entering into the detail of the workings, but on the general appearance of the mine and the nature of the ground; he considered that to prosecute all the workings at present in operation would require about 1000 per month in addition to the produce obtained—but by keeping only the east and south, particularly the seventy and eighty fathoms east, it would pay cost.

The usual report of the agent at the mine (Captain Charles Richards) was also read; the tributaries were working at 10s. and 12s. out of 20s., and getting wages, and working well; they had just sampled five tons of ore, produce 10%, and which, at a standard of 106, would fetch \$1. 7s. 6d. per ton.

The CHAIRMAN said there were two or three points on which he wished to make a few observations, as to the present prospects of the mine; when they first reached the seventy fathom level, the lode which had been good at the fifty and at the sixty, the ground was hard, but still there were indications of its improvement; they therefore persevered, and it did continue improving, and the copper now produced from it was about two tons per fathom, producing 10% per cent., and worth \$1. 7s. 6d. per ton; they had opened on fifteen fathoms. He was happy also to state that, in sinking the engine-shaft, although the lode was poor, the ground was so improved that they were now sinking for from 160 to 180 per fathom, whereas formerly they paid 40 guineas. The south lode, which had been noticed in the agents' reports, was so poor at the twenty fathom level that it was scarcely worthy their attention, still it was thought prudent to see it at the sixty, and though it was very small, by driving on it in very favourable ground, it soon became two feet wide, and produced rich stones of ore, and from these indications of improvement in depth it was now most politic to cut it at the eighty fathom level, and should it turn out well, this, with the ore ground, continued workings at the seventy and eighty fathom levels would give them a good mine.

The accounts were then submitted, from which it appeared that the amount of calls received during the year had been 2500L, and ores sold 1323L; the expenditure amounted to near 5200L; and a balance remaining in the hands of the banker, and as petty cash, amount to 661. 11s. 9d. The liabilities amounted to 2763L, 13s. 6d., and, after deducting the available assets, left a balance against the mine of 2254L, 11s. 9d.

In answer to a question from a proprietor, the CHAIRMAN explained that the machinery, materials, &c., if sold, would realise about 3000L, which would still leave a deficiency of from 200L to 300L. After considerable conversation among the few gentlemen present, it appeared the general feeling that the best plan which could be adopted would be to break up the present company and commence a new adventure, giving the present shareholders the preference, and if all the shares are not taken up by the proprietors then to offer them to the public.

Mr. CAMPBELL said he saw no difficulty in the re-establishment of the company, he knew parties holders of 1000 shares who would come in, and he felt satisfied it was now one of the fairest speculations in the county of Cornwall; he also thought it would be advisable to divide the new concern into not more than 2000 shares.

The CHAIRMAN explained that the directors had agreed to receive any remuneration for their services, nor would they do so until the mine paid its way; they were rowing in the same boat with the shareholders, and were willing to give their best attention to the interest of the undertaking.

Mr. Harding, who went out of the direction by rotation, and Mr. Tacker, as auditor, were severally re-elected.

It was then unanimously resolved that a special meeting be called for Monday, the 27th inst., at twelve o'clock, for the purpose of taking into consideration the present situation and prospects of the mine, and the best means to be adopted; and Mr. CAMPBELL said he should recommend that a note be written to every individual shareholder especially requesting his attendance.

Thanks were voted to the chairman, and the meeting separated.

WHEAL SISTERS MINING COMPANY.

The adjourned special general meeting of this company, was held at the offices, 37, New Broad-street, on Wednesday, the 22d inst.

THOMAS HACKETT, Esq., in the chair.

The advertisement, stating the object of the meeting, was read.

The SOLICITOR of the company proceeded to explain the position in which the affairs of the undertaking stood with reference to the outstanding terms of the leases, when it appeared desirable to obtain the determination of the lessees or other parties interested in the matter. After some conversation, resolutions were passed, authorizing the directors, or any three of them, to effect the required sale of the arts and materials, as also, if necessary, to surrender the leases.—Thanks having been given to the chairman, the meeting adjourned.

PUBLIC COMPANIES.

MEETINGS.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the office of the company, No. 26, Austin-friars, on Friday, the 21st instant, at One o'clock precisely. By order of the court of directors.

July 11.—The Annual Account to be produced at the Meeting, duly audited, will be laid on the table in the office, for the inspection of the proprietors, for three clear days previous to the day of holding the Meeting.

COPAPO MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of proprietors will be held at the company's office, on Thursday, the 20th inst., at One o'clock precisely. It will then be proposed, "That, in future, the election of directors and auditors take place at the general Annual Meeting of proprietors, instead of the period at which such elections have hitherto taken place." By order of the directors,

22, Austin-friars, July 10. FRED. GRELLET, Sec.

DUKE OF CORNWALL'S HARBOUR and LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that, pursuant to Act of Parliament, the next HALF-YEARLY GENERAL ASSEMBLY, of the proprietors of this company will be held at the London Tavern, Bishopsgate-street, on Thursday, the 6th day of August next, at One o'clock precisely.

By order of the board,

GEO. DYSON, Secretary.

DANESCOMB MINING COMPANY.—The directors of the above company hereby give notice, that the Second ANNUAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Three o'clock precisely.

26, Brixton-lane, July 6.

DE DUNSTANVILLE MINING COMPANY.—The directors of the above company give notice, that a HALF-YEARLY GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Two o'clock precisely.

26, Brixton-lane, July 6.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the August HALF-YEARLY GENERAL MEETING of the court of proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Hotel, Euston Station, on Friday, the 7th of August next, at Eleven o'clock in the forenoon. The chair to be sat at Twelve o'clock.

GEORGE CARR GLYN, Chairman

JOSEPH F. LEDSAM, Deputy Chairman

RICHARD CREED, Secretary.

July 1.

S. HILARY COPPER MINING COMPANY.—Notice is hereby given, that, pursuant to a resolution passed this day at the Annual General Meeting, a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Monday next, the 27th inst., at One o'clock precisely, to consider the best means of raising an additional capital for prosecuting the mine, or to adopt such other measures as may be considered most beneficial for the interest of the adventurers.

N.B.—All shares on which the last two calls have not been paid will then be submitted for forfeiture.

No. 15, Great St. Helens, July 21.

HOLMES'S PATENT (Sealed Nov., 1839), for IMPROVEMENTS IN THE CONSTRUCTION OF IRON SHIPS, BOATS, AND OTHER VESSELS; also, in means for preventing the same from foundering, and also in the application of the same improvements or parts thereof to other vessels.

From the *Advertiser's Advocate*, July 4:

"All persons who examine this patent, must admit Mr. Holmes to have fully established the principle insisted on in his report to the East India Committee, in 1838, on the indispensable necessity of the adoption, not only of much larger ships than had been contemplated, but that it was equally indispensable, in point of profit, that they should be built of iron, and by the adoption of his improvements a great reduction in the first cost of wear and tear would be effected. Many parts of these improvements are, however, equally applicable to wood ships, as regards safety to the passengers; and wherever they are adopted, we cannot conceive any case or circumstance in which a ship can be placed in danger. In the fullest sense of the word, they become life-boats, without waste of room, or extra cost."

Applications for licenses to be made to Mr. Helpa, 21, Cornhill, London; or to Mr. Holmes, Civil Engineer and Naval Architect, 5, Cannon row, Westminster.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., Sec. Ac.

"I am very glad to hear that my recommendations have been of any service to you. There have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

THE EAST INDIAN STEAM NAVIGATION COMPANY, To be incorporated by Royal Charter. Capital £800,000.

CHAIRMAN—T. A. CURTIS, Esq.

DEPUTY CHAIRMAN—J. P. LARKINS, Esq.

DIRECTORS.

John Bagshaw, Esq. James Mackillop, Esq.
Henry Gouger, Esq. Jacob Montefiore, Esq.
Benjamin Harding, Esq. Captain Alexander Nairne
Captain A. Henderson John Pirie, Esq., Alderman
Frederick Hodges, Esq., M.P. Henry C. Roberts, Esq.
Charles Kerr, Esq. Alexander Rogers, Esq.
Captain W. C. Lemprière R. Thuburn, Esq.
William Little, Esq.

With power to add to their number.

AUDITORS—Sir John Rae Reid, Bart., M.P.; Sir J. H. Pelly, Bart.

SOLICITORS—Messrs. Freshfield and Sons.

BANKERS—Messrs. Roberts, Curtis, and Co.

SECRETARY—R. Macdonald Stephenson, Esq.

SUPERINTENDENT OF STEAM VESSELS—Captain James Barber.

TOTAL OFFICE—8, Tokenhouse yard, Bank.

The practicability of maintaining a steam communication with India by way of the Red Sea has been fully proved by the experiments tried by the East India Company, though, from the inefficiency of the vessels employed by them, and the unavoidable irregularity of the Indian Dik, its advantages and facilities have not been completely developed, while other reasons, arising from the urgency of the public service, will prevent the East India Company from ever maintaining the communication with the required certainty.

The communication, moreover, has been of small value to passengers, because confined to the line between Suez and Bombay—from whence to the eastern side of India there is great difficulty in the transmission even of letters—whilst the conveyance of passengers and parcels is most expensive, and at sea—most impracticable. Neither can passengers arriving at Suez from England depend on finding the means of conveyance thence to India.

The British Government has recognised the necessity of entrusting the Post-office service to private associations in all cases of distant steam navigation. The considerations which have led to this conclusion on the part of the Government apply with tenfold force in the case of the East India Company.

It is therefore proposed to establish a company to carry into effect a plan which, by means of steam-ships of large tonnage and powerful engines, shall connect the intercourse between Calcutta, Madras, Ceylon, and England, in one unbroken chain, reducing the communication as nearly to a certainty as any human calculations and efforts can accomplish. It would be most desirable that the Presidency of Bombay should also be included in the general arrangement, and there can be no doubt that eventually this will be done; but for the present the East India Company purpose to retain this in their own hands.

With the foregoing views, communications have been opened with the Steam Committees in India, and by the last mail the directors have received remittances of money, with the assurance of additional subscriptions, provided the line between Suez and Calcutta, &c. (now wholly unoccupied), be established in the first instance.

To meet the wishes of the Indian public, and looking to an immediate profitable return in the general call for such a preliminary step, it is proposed to purchase and dispatch to Calcutta, with the least possible delay, the largest steam-vessel procurable, to be employed between that port and Suez, making four voyages from each place in the year.

To carry the entire service into effect for a regularly monthly communication, it is intended to build seven steam-ships of such tonnage and power as to be applicable to the route by the Cape of Good Hope, in case of any interruption to that through Egypt.

The vessels will be also so constructed as to admit of their carrying an effectual armament in case of any warlike contingency.

"The number of passengers annually passing between Europe and our Indian possessions was 3,169 in the year 1833-4, of which 603 only were from Bombay leaving 2,566 for sailing ships between Calcutta, Madras, and Ceylon, and Europe; and it may be fairly assumed that at least one-third of that number will immediately adopt the shorter, cheaper, and more expeditious route which will be afforded by the establishment of the proposed first steam-boat, that many persons will avail themselves of the company's ships as a conveyance from port to port in India, and that there will be eventually a great increase of travellers consequent on increased facilities.

From detailed calculations which have been made on those data which experience has already furnished, the estimated outlay, charges, and revenues are exhibited in the following abstract—

OUTLAY.

Building and fitting seven steam-ships, cost of stations abroad, and incidental expenses £600,000.

ANNUAL CHARGE.

Wages, coals, victualling, insurance, &c., sinking fund for wear and tear, and renewal of ships, and charges of all kinds. 239,000.

INCOME.

Passengers, less victualling and land transport £281,000.

Freight, consisting of light parcels, periodicals, bullion, &c. 24,000-305,000.

Yielding a clear annual surplus of £66,000, or upwards of 11 per cent. upon £600,000.

No contribution for Post office service has been included in these calculations, but there can be no doubt that the company, when once in operation, must be employed by Government to carry the mails.

To carry into effect the plans of the company, the following outline is proposed:—That steam-ships shall start on a fixed day in each month from England and Calcutta; the time calculated on for the performance of the route being, from England to Alexandria 10 days.

" Ceylon 30 to 37 "

" Madras 38 to 49 "

" Calcutta 42 to 45 "

The route across the Isthmus of Suez to be at the charge and under the superintendence of the company.

The sum of £600,000 will amply suffice for establishing a monthly communication between Calcutta, Madras, Ceylon, and England; but the capital is fixed at £800,000, to enable the company to include Bombay at a future period, and also to provide steam-ships for such branch lines as may hereafter be thought desirable, so as to extend the communication to all parts of India, and places to the eastward.

Application will be made to the Crown for an Act of Incorporation, to limit the responsibility of the members of the company.

The capital stock of the company to be £800,000, in 16,000 shares of £50 each; £10 per share deposit to be paid on the allotment of the shares; £10 in three months from that time; £5 in three months from second payment; and the remainder by instalments of £5 each, when called for by the directors, upon three months' notice; 5000 shares have been reserved for the subscribers in India, of which a considerable number have already been subscribed for in Calcutta and in Madras, and a deposit paid upon them. The directors are to prescribe the mode of paying the Indian subscriptions, so as to equalise them with the payments on the shares in London.

In case of failure to pay any instalment when due, the shares, and all previous payments made in respect thereof, to be forfeited.

The general affairs of the company to be managed by a board of directors, in London, the qualification of each of whom shall be fifty shares, to be elected by the shareholders resident in England.

The affairs of the company in India to be managed by a board of directors in Calcutta, and to be elected by shareholders resident in India, with a local committee of Madras and Ceylon, being shareholders similarly qualified.

Two auditors to be appointed, their qualification to be twenty shares each.

In all the affairs of the company the proprietors holding

10 shares to be entitled to 1 vote.

20 " 2 "

30 " 3 "

100 " 4 "

but no person to have more than four votes.

The first directors are to remain in office five years, after which three of the directors shall go out of office annually, and an election by the proprietors shall take place to supply the vacancies, but such directors may be re-elected.

There will be half yearly meetings of the company, at which dividends will be declared, and all other usual business transacted.

The charter will prescribe the constitution of the company, and provide for the establishment of local committees, for the management of the company's concerns in India.

For the convenience of subscribers resident in India, a clause will be inserted in the deed of settlement to enable them to vote by power of attorney in all matters of general interest.

Application for shares to be made, according to the annexed form, on or before the 31st of August next.

FORM OF APPLICATION FOR SHARES.

GENTLEMEN.—I request you will insert my name as a subscriber to the East Indian Steam Navigation Company for shares, or such number as may be allotted me; for which I hereby engage to sign the deed of settlement, to pay the required deposit of £10 per share, and all further calls that may be hereafter made upon me.

To the Chairman and Directors of the East Indian Steam Navigation Company.

POLYTECHNIC INSTITUTION, 309, Regent-street, London.

—The arrangements of the laboratory being now perfected, analyses, and assays of earths and metals, will be made, under the immediate superintendence of Mr. Maughan. The value attached at the present moment to the several descriptions and properties of earths, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, heretofore unexplored, too frequently escape observation, and their value being realized alone from the want of knowledge, or the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maughan, at the institution, 309, Regent-street.

The institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Pump, the Daguerreotype, the Diving Bell, Mr. Pasley's Voltaic Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam-Engine, Heat, Electricity, &c.

Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

MONEY ON MORTGAGE.—WANTED TO BORROW

FIVE THOUSAND POUNDS at FIVE PER CENT. INTEREST, in sums of not less than £100, on Mortgage of the TOLLS and DUES of the DUFFRYN, LLYNVI, and PORTH CAWL RAILWAY and HARBOUR COMPANY, pursuant to the powers of the Act of Parliament (3d Victoria) to that effect. The interest will be punctually paid, half-yearly, either to the mortgagees, bankers, or by remittance. The Tolls and Dues now exceed £4,500 per annum, and are rapidly increasing; the present charge on them is £1000 per annum.

Application may be made to William Lewis, Esq., the company's solicitor, at Bridgend, in the county of Glamorgan; or to Lewis R. Fitzmaurice, R.N., Porth Cawl, Pyle, in the same county.

By order of the committee,

Porth Cawl, July 15. LEWIS R. FITZMAURICE, Clerk to the Company.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a FOURTH and FINAL PAYMENT of TWENTY-FIVE PER CENT., in respect of the AUXILIARY CAPITAL of £50,000, raised under the resolutions of the General Meetings of proprietors, held on the 23d February, and the 19th May, 1829, will be made at the office of the association, on and after Wednesday, the 5th of July instant.

By order of a court of directors,

No. 34, Old Broad-street, London, July 2.

JOHN MATHER, Sec.

The scrip issued by the association, for the above loan, must be left at the office two clear days before payment is made.

BLAENAVON IRON AND COAL COMPANY.—As the SITUATION of RESIDENT MANAGER at these Works will shortly become VACANT, the directors will be happy to receive APPLICATIONS from any gentleman of practical experience desirous of such an appointment. Communications, which will be strictly confidential, to be addressed to W. H. West, Esq., at the company's office, 4, Pancras-lane, London, from whom any further information will be obtained.

BLAENAVON IRON AND COAL COMPANY.—The board of directors of the Blaenavon Iron and Coal Company are ready to RECEIVE APPLICATIONS from parties wishing to take the DEBENTURES of the company, as authorised to be issued by a resolution passed at a General Meeting of the proprietors held on the 24th of April, and confirmed at a subsequent Special General Meeting, held on the 22d ult. The debentures will be issued for periods of three, five, or seven years, at the option of the lender, interest, at the rate of 5 per cent. per annum, will be payable half-yearly, at the office of the company. Any further information may be obtained, on application to the secretary, W. H. West, Esq., or the solicitor of the company, Isaac Sewell, Esq., 25, Throgmorton-street.

4, Pancras-lane, July 16.

ANDREW SMITH'S PATENT WIRE-ROPE, for RIGGING, MINES, PITS, RAILWAYS, &c. &c.—Specimens of the above may be seen at the offices of William Fox and Co., 76, Old Broad-street, where every information may be obtained.

76, Old Broad-street, July 18.

Slate Works.—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B." Newbybridge, Lancashire, will direct a person to show the premises, and

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, 175
3 per Cent. Reduced, 92 2
3 per Cent. Consols Annuities, 91 4
24 per Cent. Anns., 1818, 108
33 per Cent. Reduced Anns., 100 100

FOREIGN FUNDS.

Brasilian Bonds, 5 per Cent., 792 4
Columbian Bonds, 1824, 6 per Cent., 272 4
Cuba Bonds, 6 per Cent., 87
Portuguese Bonds, New, 5 per Cent., 354
Ditto 3 per Cent., 232

SHARES.

Bolano, 37 4
Imperial Brazilian, 18 20
United Mexican, Scrip, 4
Bristol and Exeter Railway, 234 5
Birmingham and Derby, 80
Birmingham and Gloucester, 73 4
Eastern Counties, 135 144
Great Western, 1024 14 24 14 2 12 1
Ditto New, 47 6 7 6 6
Hull and Selby, 40 6 7
London and Brighton, 27 8
London and Blackwall, 224 2 2 12
London and Croydon, Scrip, 122
London and Birmingham, 182 1 3 1
London and Sth. Western, 182 9 2 8
Manchester and Leeds, New, 41

accident, but arising from the fatigue attendant on "climbing," and the confined atmosphere to which he is subjected during one-third of his time—but this is a subject deserving a more lengthened notice.

Several subjects press on our attention at the present moment, which, we regret, must stand over, in consequence of the correspondence received this week from Brazil and Mexico, which, with notices of new projects, occupy so much space, as to render it impracticable to do justice to any one particular subject.

It will be observed, by the tin ticketing which have taken place since our last notice, that "Charlestown" and "Polgoon Mines" have again sold to the amount of nearly 45000l.; this, with the sales effected by these mines since the arrangement entered into by the mining interest, gives 82000l. as the amount of black tin raised, and which sales have taken place in little more than a month—thus giving a total of nearly 100,000l. a-year, or one-third of the produce of the tin mines of Cornwall.

The influence which this must necessarily have on the tin trade is self-evident, but we trust the special meeting of the adventurers, summoned for the 29th inst., will remedy the evil. At the present moment the interest is divided, and whatever may be the efforts made by the one party to uphold prices, so as to be remunerative to the miner, it is clear that the continuance of the old system must defeat any measure, however beneficial it may be calculated as tending to advance the real mining interest, and as opposed to that combination which it has been our duty so oft to remark upon in no equivocal terms.

We are assured that the price of tin is looking up, and might be steadily maintained; but there must be no division—unity is strength—and this applied in the present instance will crush monopoly, and at once effect the desired end.

LATEST INTELLIGENCE.

TRURO, JULY 23.—Average standard, 110l. 16s.—Average produce, 74.—Average price, 5l. 11s. 0d.—Quantity of ore, 3319 tons.—Quantity of fine copper, 250 tons 0 cwt.—Amount of money, 18,5774. 4s. 6d.—Average standard of last sale, 108l. 19s.—Produce, 8l.

PRICES OF SHARES IN LIVERPOOL.—Edinburgh and Glasgow Railway, 29l. 5s.; Eastern Counties, 14l. 7s. 6d.; Great Western, new, 47l.; North Midland, 90l. 10s.; North Union (late Preston and Wigan), 85l.; North and South Wales Bank, 6l. 5s.; Royal Bank of Liverpool, 770l.—*Gore's Liverpool Advertiser*.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM APRIL 28 TO JULY 21, INCLUSIVE.—

LIABILITIES.		ASSETS.	
Circulation	£16,951,000	Securities	£22,865,000
Deposits	7,578,000	Bullion	4,829,000
		£24,529,000	
Downing-street, July 23.		£27,394,000	

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 16th inst., was as follows:—Gold bars to Hamburg, 243 oz.—Silver coin to Belgium, 6629 oz.; Hamburg, 2500 oz.; Rotterdam, 32,000 oz.; Mogadore, 10,000 oz.

IMPORTANT TO JOINT-STOCK BANKS.

The defective state of the law, as applied to joint-stock banks—more particularly the law of partnership—as exhibited in a trial in Staffordshire the other day, in which the manager, who was also a shareholder, was prosecuted for a robbery of 7000l. and acquitted, on the plea that, being a partner in the bank, he could not commit a robbery on himself—has excited a considerable degree of interest among that body. The committee of deputies had an interview with the Chancellor of the Exchequer, to point out the evil and suggest a remedy, by the insertion of the following clause into the bill about to be renewed relating to joint-stock banks, similar to the law in Ireland:—"And be it further enacted, that if any person or persons, being a member or members of any copartnership of bankers in Ireland, shall steal or embezzle any money, goods, effects, bills, notes, securities, or other property of or belonging to such society or copartnership; or shall commit any fraud, forgery, crime, or offence against or with intent to injure or defraud such society or copartnership, such member or members shall be liable to indictment, information, prosecution, or other proceeding, in the name of any one of the public officers nominated for the time, being of such society or copartnership, for every such fraud, forgery, crime, or offence; and may thereupon be lawfully convicted, as if such person or persons had not been, or was or were not a member or members of such society or copartnership; any law, usage, or custom to the contrary notwithstanding." The Chancellor of the Exchequer received the deputation in that frank and business-like manner which is characteristic of him, by admitting the evil, and expressing his desire to see it remedied; but as it embraces an alteration in the criminal law, it would be necessary for him to consult the law authorities of the crown before he could undertake to legislate upon it.

Last night, in the House of Commons, the CHANCELLOR OF THE EXCHEQUER moved, "that it should be an instruction to the committee to give joint stock banking companies in England the power which they possessed in Ireland, of prosecuting any of their own members who might become defaulters."—Agreed to.

The bill then went through committee, and was ordered to be read a third time on Monday next.

HALL'S PATENT REEFING PADDLE-WHEEL.—We understand the directors of the Hull and London Steam Packet Company are about to adopt Mr. Samuel Hall's patent reefing paddle-wheel. The experiment is to be tried on board one of the finest steamers—the *William Darley*. Great interest is excited, both in the scientific and practical world, as to the result.

BANK OF FRANCE.—It appears by a return made of the transactions of the Bank of France for the year 1839, that the average of specie exceeded that of the circulation by 14,000,000 francs, and that a dividend was nevertheless made to the proprietors of 14 per cent. for that year. These facts are worth all the argument in the world on such a subject, and a more complete answer could not be put forth to the advocates of our paper system. It is much to be desired that some friendly hand would bring this document under the notice of the select committee of the House of Commons on banking affairs; the Palmers, Normans, Loyds, and all of that race, could not bear up for an instant against it.—Times.

INGENIOUS INVENTION.—A mechanic, residing at Grahamston, Falkirk, has been for a long period engaged in constructing a small vessel to be propelled by means of pressure pump—the application of a principle quite new to the masters of the science. On Monday evening the boat was launched into the Forth and Clyde Canal, at Bainsford-bridge, and proceeded beautifully along the reach at a rate of not less than fifteen miles per hour, conducted alone by the inventor, who worked the pump.

MARYPORT AND CARLISLE RAILWAY.—On Wednesday, the 15th inst., a portion of this line, which, when entirely completed, will, by its junction with the Newcastle and Carlisle line, form a direct railway communication between the Irish Sea and the German Ocean, was formally opened. About seven miles of the railway is now finished, extending from Maryport to the coal-pits at Arckleby and Oughterside, and this part of it is opened.

GAS FROM ANIMAL MATTER.—A series of experiments has been made upon this subject by Mr. Seguin, who found that by distilling the carcass of a horse, which weighed 685-41 pounds troy, he could obtain 4,907 gallons of inflammable gas, 30-41 lb. of sal ammoniac, and 42-2 lb. of animal charcoal or ivory black. It would appear, however, from a comparison with other experiments, that the amount of each product has been somewhat underrated.

NEW COMPANIES.

EAST INDIAN STEAM NAVIGATION COMPANY.

[SECOND NOTICE.]

We last week directed attention to the prospectus of this company, and having received several communications, as also been able to arrive at much information with reference to the projected measure, we are induced again to note its objects, and the important results which may be contemplated from its being brought into successful operation, which, perfected, must ensure to the shareholder a profitable return for his investment. In thus noticing the several companies which are projected, our object is mainly to set forward the prominent points of the prospectus, leaving it to the public to decide for themselves on the desirability, or otherwise, of embarking their capital; but, in a case like the present, we feel that a far greater degree of importance is to be attached, from the advantages this association presents, as having immediate reference to British interests, in connection with our Indian possessions. It has already been proved, as observed by us in our last Number, that a steam communication with India, by way of the Red Sea, is practicable, and that, to insure regularity, it only requires the application of a sufficient capital, and the employment of efficient vessels for the service. The communication hitherto through the East India Company has been of comparatively insignificant value, being confined more immediately to the line between Suez and Bombay, from whence, to the eastern side of India, as is well known, great difficulty arises, even in the transmission of letters, the conveyance of passengers being not only expensive, but at times impracticable. As the East India Company purpose retaining in their own hands the presidency of Bombay, which, however, it would be highly desirable should be included in the general arrangement, it is proposed, in the first instance, to confine the objects of the company to the intercourse between Calcutta, Madras, Ceylon, and England, "in one unbroken chain," while the circumstances of the East India Company reserving to themselves the steam communication with Bombay, is at once the most satisfactory evidence of the contemplated advantages arising from a "steam fleet" between this country and India.

We have already noticed the subscriptions and applications on the part of those locally interested, for the immediate establishment of a steam communication between Suez and Calcutta, and we have reason to believe that the directors have already taken the necessary measures, which are not only calculated to be of benefit to the Indian interest, but from which early profits may be contemplated by the capitalist. The determination on the part of the directors to build seven vessels of a calibre equal to perform the service by the route of the Cape of Good Hope, in the event of any interruption to that through Egypt, is an assurance to those otherwise interested, than merely holding shares in the company, that the objects will be fully accomplished, and thus form another link to the chain of steam communication between England and distant climes. We may here recapitulate our statement of last week with reference to the outlay and returns, abstracted from the prospectus, in which it should be observed that no contribution for post-office service is included in the estimates, which, however, we think might be fairly added, as affording a considerable source of revenue, for there can be no question that a regular line of communication once established, Government would readily avail themselves of the facilities afforded by the company.

The outlay contemplated for building and fitting the seven steam-ships, with all incidental charges, in the full establishment of the company in active operation, is assumed at 600,000l., and to cover which the nominal capital is fixed at 800,000l.

The income calculated to arise from passengers is 281,000l., to which is to be added 24,000l. for freight of parcels, bullion, &c., thus making a gross income of £305,000.

From this there is to be deducted the annual charge of wages, coals, wear and tear, &c.,

239,000

Thus leaving a net surplus of 11 per cent., or £66,000.

We may further observe, that the sum of £60,000l. is considered on the best authority as amply sufficient for establishing a monthly communication between the several ports named, the time calculated for the performance of the route being, from

England to Alexandria 14 days.

 " Ceylon 35 to 37 "

 " Madras 38 to 40 "

 " Calcutta 42 to 45 "

In closing our notice, we have only again to express our conviction that, with the highly-respectable direction which has been formed, comprising some of our first commercial men, and those conversant with operations of the nature, to carry out which this company is established, no question can arise as to its successful issue.

GENERAL SALVAGE COMPANY.

Capital £50,000, in 5000 shares of £10. Deposit £5.

We last week briefly noticed this company, the prospectus of which was before us, and admitting the advantages likely to arise to the community, as well as the shareholders, from its successful operation, we hesitated not to express our opinion that the capital was far too limited to render it so generally serviceable as we could wish, the objects in view being of a national character, and well worthy of the support of Government, if we may judge from the statements submitted by the projectors, that during a period of three years (the data being acquired from the books at Lloyd's), that no less than 1700 vessels were wrecked or missing, and, not to advert to the loss of life, the value of which could not be set down at less than £500,000l., or a loss annually of 2,800,000l.

These facts established, the immense field of operation which presents itself to a company, whose object, like that of the present, is to recover sunken property, is quite apparent, and it requires only the employment of an adequate capital, with the proper application of means, such as this company are said to possess, to render the project one of value and importance to the community at large, and, if beneficial to them, consequently remunerative to the shareholders.

We have had an opportunity of seeing the mode adopted by the company of "weighing" vessels, by means of caskets formed of cast-iron, with air-pipes communicating with the surface; as also iron vessels, which, being attached to the sunken vessel, are rendered buoyant by forcing, by means of an engine, air into the chambers of the vessel, which, on rising to the surface, brings with it the wreck to which it is lashed; one or more of such iron vessels, or caskets, being attached on either side. As a model it is ingenious, and appears well adapted to effect, on a large scale, all which the projectors contemplate. We are informed that an experiment has been made, which failed only in consequence of the chain giving way, not being of sufficient strength, or the material being impure. We think this should have been renewed, as one successful result, on a practical working scale, would at once ensure the confidence of the public. We should be glad to find the company advance in public estimation, but we think a larger capital indispensable; and we also consider, that the value and merits of the respective patents secured, should be demonstrated in a more public and satisfactory manner, than that afforded by the model apparatus.

THE WEST INDIA IMMIGRATION SOCIETY.

Capital £100,000, in 5000 shares of £20 each. Deposit £5 per share.

This company is formed upon the representations of those most interested in the West Indies, many of whose names are to be found in the direction, who are not only advocates, but supporters, of the measure, which has in view the promoting and encouraging emigration to the colonies, where it is represented that European and other artisans and labourers may be advantageously employed; while, at the same time, it offers to planters and others a facility in procuring the required aid of "free labour" upon terms more advantageous than can now be acquired, and thus in this respect alone forming an inducement to the planter and the mercantile interest to become interested in promoting the objects, and consequently the success of the company.

The mountainous parts of the climate are represented as being cool and salubrious, the thermometer throughout the year ranging from 60 to 75 deg., where, as in many parts of the lowlands, every description of work can be performed without the employed being subjected to those extremes which have proved so injurious and fatal to the European constitution. In the parish of Trelawny, in Jamaica, a sugar estate has been entirely worked by German and English emigrants; and on this (Freeman's Hall), as also various other properties, those located in the district are represented as being in the enjoyment of every comfort of life, while Maltese and others have proceeded to Demerara, Grenada, and Tobago, with the view of obtaining employment on the estates in those departments.

It appears, from the prospectus, that it is intended to provide the emigrants with free passage, medical attendance, and rations to their several places of destination, where they will be employed on fair liberal wages; and the association, previous to the embarkation of the emigrants, have wisely resolved upon requiring the parties by whom they are to be employed to make proper arrangements for their reception on arrival.

The principal sources of profit to be derived by the company, will, in the first instance, arise from agency, as the company proposes superintending the embarkation of emigrants for the respective parties requiring their services, on being paid a stipulated sum for each emigrant selected. Many mercantile houses, it appears, having already received instructions from their correspondents to send out emigrants, this branch of the society's operations will, doubtless, prove lucrative to the shareholders.

As an evidence of the importance attached to emigration from this country,

we had that the island of Jamaica has, by an Act of the Legislature, voted the sum of £50,000 per annum for three years in aid of emigration.—Another branch of profit will be derivable from grants of land in the colonies, as it is contemplated that Government will give the company grants in proportion to the number of emigrants sent out, which lands may hereafter be disposed of or cultivated.

The direction, as we have already observed, is composed of gentlemen connected with the Colonies, and who, therefore, may be presumed to have a perfect knowledge of the advantages which may be contemplated by the shareholders.

AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY.

Capital £250,000, in 10,000 shares of £25 each. Deposit £5.

The principle upon which the company is established, is that of affording complete security to the assured, and the adoption of such an economical system of life assurance as is consistent with a due regard to an efficient guarantee fund. One peculiar feature attached to the basis on which this company is formed, is that of determining the premiums of annual payment, without reference to nor return to the policy holders, it being wisely observed, that it is exacting at the present moment the payment of a sum, which is found by experience to be unnecessary, inasmuch that it is returned at an after period. Among the several advantages set forth as associated with the undertaking, we find that no severance is to be made of the assurance fund, nor any dividend paid upon the capital stock, until a report, approved by the auditors, shall have been made of the debts, credits, and precise state of the institution, showing the estimated profit, a cautionary reserve to protect against casualties, and the sum applicable to meet the outstanding engagements to the trustees, who are vested with a veto against the payment of an excessive dividend. This is a wholesome regulation, and we are glad to find it thus defined; for, although it ought to be observed in every instance, we regret to say, that too many cases arise, in which dividends are made, merely with the object of supporting the company in public opinion, without any regard to its finances, or the surplus profits available for a dividend.

We may observe, in closing our notice of this company (for life assurance associations present but little novelty, as regards the basis on which they are formed), that the object which the directors have in view is that of interesting the agricultural population—a class vast in extent, but one which, perhaps, has less acquaintance with, or interest in, associations of this nature. It is unnecessary here to point out the advantages attendant on life insurance generally, and with reference to the agricultural interest particularly, we would direct attention to a pamphlet which we have glanced over. As regards the shareholders, we believe, that the investment in insurance companies, with an efficient management, have already proved, not only its security, but the ample returns which may be fairly calculated upon. It appears that a universal benefit society is contemplated, as an adjunct to the institution, the merits of which we have not space to enter into on the present occasion.

HALL'S HYDRAULIC BELT.

This invention is simple, consisting, as it does, of an endless woollen belt, passing over two rollers—the one being fixed at the top of the shaft, and the other at a slight depth below the surface of the water, in the sump. By giving motion to the upper roller, whereby the belt acquires a velocity of 800 to 1000 feet per minute, the gravity of the water is overcome, and raised to the required elevation in a uniform and continuous discharge from the physical properties inherent on the principles of capillary attraction and centrifugal force.

We are given to understand that the cost of the belt, with all the machinery necessary to work it, will not exceed one-third of the expense incurred in the erection of the common pump, while the power acquired is said to be greater—at the same time, that it is not subject to the casualties incidental to the ordinary pump.

The rapid motion of the belt occasions it to act as a powerful ventilator, and therefore possesses a further claim¹ to attention in connection with some of its applications, to which we may hereafter direct attention.

Having seen the belt in action at the Polytechnic Institution, where a 4-inch band is employed in raising water twenty feet high, with a copious discharge, we availed ourselves of the opportunity afforded us, by an invitation from Mr. Hall, the patentee, to inspect the belt in action, on a more extended scale, at Portman Market, where, accompanied by a scientific friend, we made our observations, and which we now present to our readers.

The mean depth of the shaft, or pit, from which the water is raised, is 134 feet, and the power employed is that of a steam engine, of 6-inch cylinder, with a 17-inch stroke, working at 22 lbs. on the inch; this being attached to the upper roller, as already described, works a band of 4½ inch width, travelling, as we were informed, at the rate of 1000 feet a minute, but which we did not prove, our attention being more immediately directed to the quantity of water raised in a given time. That our readers may follow us, we will at once proceed to describe the apparatus employed, and the measures we adopted to arrive at the result, which, however, in the course of the ensuing week, we purpose again testing; the conclusions at which we arrive not being in accordance with those previously obtained by other parties, possibly arising from circumstances which may be explained, and the trial in our case being made in the absence of the patentee.

As we have already observed, the motive power is attached to the upper roller, or drum, over which the belt runs, communicating with the lower roller, which is placed in the sump, or water pit, and thus forming an endless band. The rollers being in action, the belt travels, carrying with it a face or band of water, which, having reached the summit, discharges itself into a vat of the dimensions of 6 ft. by 7 ft. 10 in.—each inch in depth, with such surface, being estimated as containing 24½ gallons, the weight being determined by Mr. Donkin, by experiment, as 245½ lbs. During the experiment made, of four minutes, the quantity of water discharged into the vat was equal to 4½ inches—the last minute giving 1½ inch, the engine working fifty-six strokes per minute.

For the following description we are indebted to our friend, who is more conversant in these matters than we profess to be, and to whom we feel much indebted.

The last experiment occupied one minute of time, during which the wheel made fifty-six revolutions, the weight in the scale required to keep the lever from rising being 98 lbs.; consequently, the weight on the bearing would be $98 \times 3 = 294$, but the resistance at the periphery of the wheel would be but half that at the centre, or $\frac{294}{3} = 98$ lbs. pressure on the teeth of the wheel at the pitch line; and this, multiplied by the velocity of the wheel at the pitch line, will give the measure of the power expended, the circumference of the wheel being 6'357'; therefore, $6'357 \times 56$ revolutions per minute $\times 98$ lbs. pressure on teeth $= 32'420$ lbs. raised one foot per minute. The quantity of water raised was at the rate $399'12$ lbs. per minute, and the height from the mean level of water in the well, during the experiment, to the under side of the shaft, was 134 feet; therefore, $399'12 \times 134 = 52'124$ lbs. raised one foot high per minute, and $52'124 \times 100 = 74$. The dynamometrical apparatus, we consider to be not of the most perfect construction, however sufficient it may be to judge of results in a general manner.

From this description it will be seen that the quantity of water raised one foot high per minute was 292 lbs. weight, and which, compared with pump-work performed, will at once enable our readers to form their own judgment of the merits of the invention.

In looking at the invention, however, we have been induced rather to consider the facilities and advantages which it offers in the working of mines, more especially at shallow depths, than the power obtained. Satisfied as we are of its practicability, and, therefore, leaving the figures cited out of the question, we shall at once proceed to note those peculiar features which more immediately impressed themselves on us when viewing the belt in operation. In the first place, a man, horse, or steam-power may be applied—the cost is insignificant—the wear and tear a mere nothing—and its applicability, and the saving which may be effected by its use, is thus described by a party who has lately obtained the patent right, with the view of its being applied to some mines in Ireland.

A mine, which had been worked to a depth of some sixteen or eighteen fathoms, yielded rich ore, and presented those encouraging indications which were calculated to induce and warrant a further outlay of capital in proceeding with the workings to a lower depth; but to effect this, power was necessary—neither manual labour nor horse power was sufficient, nor could water-power be obtained; hence the necessity of erecting a steam-engine, with the object of raising the mine at a further depth of ten or twenty fathoms. In the particular instance to which we allude, Mr. Weaver, the government engineer and geologist (although some say his name implied the occupation for which he was most fit), had determined and reported so accordingly, and, we believe his report is to be found in the Transactions of the Geological Society of London, that the ore would not "hold in depth." Indeed, that after sinking eight or ten fathoms, the parties must expect that the lode would become barren and unproductive—such, however, happily, has not proved to be the case. Under these circumstances, it may be apparent that an economical mode of further proving the mine by sinking an additional lift of ten or twenty fathoms, was highly desirable; but to erect an engine merely adequate to obtain this result would be absurd, and consequently an outlay of full good, was incurred in the erection of an engine, with the view of working the mine efficiently, although the depth at present attained is only seventeen or eighteen fathoms. It may be, and we trust such will be found to be the case, that the lode holds down in equal productiveness (a late one having yielded upwards of 100 per ton from Ardullie the property of the Keenare Mining Company), and hence the outlay will have been judiciously made; but we will assume for a moment that the appearance of the lode at a further depth of ten or twenty fathoms should not be of that character which would justify further outlay—What, then, is the

consequence? Why, the cost of erection of engine, boiler, buildings, &c., may be said to be in a great measure sacrificed; and thus, to arrive at a point like that described, an outlay so large has not only been made, but the expense of working an engine with fuel, at a heavy cost, has been a necessary attendant.

If, on the other hand, we adopt the hydraulic belt, we shall find that a cost of some 300 or 400 would have accomplished the desired object—a small power applied at surface would have enabled the adventurers to have put down their shaft to at least thirty fathoms, for we are assured that it has been applied to a depth of forty, its application at the Portman Market being twenty-two fathoms. Its importance, then, for shallow mines, and more especially in trying mineral ground, is self-evident; in elucidation of which we may remark, that a belt is now being worked in the neighbourhood of Manchester, with one man power, raising four to five gallons per minute, from a depth of 126 feet.

Much, however, as it appears to us, yet requires to be done are the power which may be gained can be ascertained, and to this particular point, we would direct the attention of the patentee. In the first place, we find that at the Polytechnic Institution the band is a single woollen web; at Portman Market it is a double band, with a material sewed between the two woollen belts. At present the belt used is four to five inches in width, and the speed 800 to 1000 feet per minute, which is assumed by Mr. Hall as the maximum, and the most desirable rate, 600 feet being said to be sufficient to create the adhesiveness of the water; and, on the other hand, a speed of 2000 feet destroys the power entirely.

At the Portman Market we were informed that an 18-inch belt was used, which raised, from 132 feet deep, 120 to 125 gallons per minute, the quantity now raised by a 4½-inch belt being about 30 gallons, which we believe, however, is under the quantity which may be raised under favourable circumstances.

The points, therefore, which we consider should be settled, and which can only be the result of experiment, are—1st, What the velocity at which the belt should travel; 2d, What its width and substance; 3d, To what depth can the power be applied economically; and 4th, What the comparative cost and power, as compared with pumps.

We have already carried our notice to a greater length than we intended, but, as subject of importance to the miner, we hope next week to be able to give further information, of a more practical nature; in the mean while, we recommend to those, whether interested in mining affairs or otherwise, to visit the Polytechnic Institution, where the model, which is on a working scale, is exhibited, and which will well satisfy them for the time employed, as forming an interesting feature in that exhibition, and interesting not only to the miner, but to those who may regard it with reference to science.

WIRE ROPE FOR MINING PURPOSES.

Some years have elapsed since the introduction of the wire rope, to which, we believe, we first directed attention in this country. M. Albert, of Clausthal, having communicated to Dr. Karsten the result of experiments made, in 1834, by him in the mining district of the Upper Harz; the importance of which may be gathered from the fact, that the estimated quantity of new rope required annually is 36,500 feet. A patent, it appears, has been taken out in this country for the manufacture of wire rope, by Mr. Smith, of Poplar, and having had an opportunity of seeing the various descriptions of rope manufactured under the patent, we are induced to direct the attention of our readers to an invention which promises to be most useful, and, in many respects, invaluable.

The patent consists of improved methods of preventing oxidation, and combining wires in a manner so as to render them more flexible than any hemp rope of the same strength; and experiments having been made in her Majesty's Dock-yard at Woolwich, by order of the Lord Commissioners of the Admiralty, it is proved that a 2-inch patent wire rope bore half a ton more strain than a 7-inch hemp rope. With the object of introducing the wire rope for mining purposes, we may take, for instance, a hemp rope, 100 fathoms long, which we will assume as weighing 20 to 25 cwt., while a patent wire rope, of equal strength, is only one-third that weight, thereby making a considerable difference in the application of the two ropes, with reference to the power required, at the same time it is estimated a saving in cost of 30 per cent. is effected.

If that we take a 6-inch rope (hemp), we find it will bear a strain of 8 tons, its weight being about 9 lbs. per fathom. To obtain a wire rope capable of an equal tension or strain, it appears that one of 2-inch is adequate, the weight of which is only 2 lbs. 2 oz.

The importance and value to be attached to the wire rope is thus rendered manifest, as in our deep mines, of 260 to 300 fathoms, where we will, for argument sake, assume that a 9-inch rope is used, we shall find that the dry rope would in itself weigh nearly 6 cwt., while, by the application of the wire rope, the size of the rope is reduced two-thirds—one of 3-inch being of equal strength, the weight of which would be less than one-fourth of that of hemp, or say 1½ cwt.

A series of experiments will have been made this week, the results of which we hope to note in our next Number; in the interim, however, we may give those which have attended a trial made within the last few days, as to the comparative strength of iron, both as chain and rod, with that of wire rope, which are as follows:—

Length.	Weight.	—	Broke with a strain of
Feet.	Lbs.	Tons ext.	qrs. lbs.
4-inch chain	14	30	4 9 0 0
4-inch rod-iron	14	10	4 4 2 12
4-inch wire rope	14	6	7 6 0 20

We cannot, on the present occasion, enter further into detail, but purpose returning to the subject next week, giving the paper, by M. Albert, referred to, which will be found in the accompanying Number of the *Mining Review*.

ORIGINAL CORRESPONDENCE.

GLANDORE SLATE QUARRIES—REPLY OF MR. DAVIS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have only this moment seen a letter in your Journal of the 18th inst., signed "J. B. D." I hasten to assure you in the most unequivocal and unreserved manner, that I never had any connection, directly or indirectly, with Messrs. Pike, Green, and Rapallo, or either of them, for the working any slate in Ireland called the "Glandore," or any other quarry whatever—that I never had such a connection even in contemplation—that were such a proposition made to me (which I deny) I would decline it—and that I am not aware of any shipments having been received in London.

Had "J. B. D." contented himself with following the example of other anonymous correspondents, and confined himself to hypothetical statements, I would have left him unnoticed; but I now charge him with having uttered specific and mendacious (and, I fear, wilful and malicious) misrepresentations, without one atom of truth, and, if he will step forth from his initials concealment (which I suspect is fictitious)—if he will manfully avow himself, as an honest man ought to do, and place himself or his name in a tangible form, I will designate his fabrication in less equivocal, but more expressive, terms than I now use. With your wonted candour and manliness, you, Sir, were pleased to insert the notice to correspondents in your Journal of the 11th inst., and in the same spirit, in your last Number, to express your incredulity that such a coalition could be formed as stated by "J. B. D."—as you justly observe, it would "seem a miracle." For no individual in existence do I entertain so great a distrust as for the individual first named by "J. B. D.," which must for ever preclude the possibility of his being a "miracle," which must for ever preclude the possibility of any connection, no matter how advantageous to me. With the other two gentlemen I have no relation in business or otherwise.

From this one assertion of "J. B. D." you may estimate the value to be attached to his statements; his malevolent and latent attack is truly *telum imbellis sine ictu*; but the anonymous attempt only shows that "I need an accuser, though I don't want an enemy."

I am, Sir, your obedient servant,

73, Gracechurch-street, July 20.

J. D.

ment, in which Thomas Pike, as we learn, and not Joseph Pike (for the two brothers, it appears, are at "diggers drawn"), Lawyer Green, and others of the clique, are concerned, and who, as we are told, had it in contemplation to form a second Falaise concern, by the formation of a public company, to which Mr. John Davis and Mr. Baker were to be invited to participate in all the advantages, present and prospective, which might be calculated upon from a well drawn prospectus and estimates. That something of the kind is on foot we think is pretty clear, if we refer to the pages of the *Mechanics' Magazine* of last week, in which the merits of the Glandore slate is lauded to the skies, and is recommended to be applied to stairs, doors, flooring, windows, and we know not what—as a fire preventive, it being duly imbedded with the cement of the Fire Preventive Company, and thus rendering Mr. Baddeley's occupation, or office, a mere and empty nothing. We shall narrowly watch the progress of the parties, and shall, in case of need, forewarn the public. In the present instance, in associating the name of Mr. Davis with Joseph Pike, we regret we should have done him so much injustice, but we must observe, with reference to this gentleman, that he should repudiate Joseph Pike; the clan is of a dubious character, and that old adage, of "birds of a feather flock together," is too oft applied—occasionally, we admit, without reason.]

ON THE TIN TRADE, AND THE LATE MEASURES ADOPTED IN THE COUNTY OF CORNWALL.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—On reading the letter of "Cornubiensis," in your last Number, I was particularly struck with the "tone and temper" of the first paragraph, and had made up my mind to reply, when I saw your note appended thereto, and found that, on its main points, you had already answered it. I should, therefore, have left it in your hands, convinced, from your perfect knowledge of the subject, and the warm interest you take in Cornish matters, that any thing I could write would be unnecessary; but, on reading it again (and this is my reason for writing), I could not help exclaiming, "Latet anguis in herba." I trust I may be mistaken—I do not mean to call "Cornubiensis" a "snake in the grass," but I mean to say that he writes more like an enemy than a friend.

At best he knows nothing of his subject—and ignorance, in this case, is no excuse for error, inasmuch as mystery of every kind has been removed, and the elaborate humbug of years has been dissipated at a blow. The transactions between the miners and their agents are open and intelligible—so clear, that the light appears to have blinded "Cornubiensis," and those (if there really be any) who think with him, that the two houses in question have made so excellent a bargain. Any member of the committee would have informed him that the terms of the transaction are such that the miners know exactly the footing on which they stand. They know their agents have, at a very moderate commission, taken the risk of bad debts upon themselves, and have engaged to smelt for them on the best possible terms. They know these houses have no motive for lowering the value of their produce, and no interest of their own to serve in jerking the market up or down. As to what they may make from the commission, I will venture to assert that not one of the mining body will complain on that score, since they must effect sales before they can charge it.

I protest against the dogma laid down by your correspondent, that because Mr. Taylor may hesitate (which I trust is not the case) to come into this measure, therefore the timers "must doubt the ability of the contracting parties to carry out the agreement."

Should the adventurers in Charlestown refuse to join in the measure, and it fail, we know where the fault will lie, but whether it fail or succeed, the miners of this county are as well able to judge for themselves, as Mr. Taylor, or any other gentleman, can judge for them.

With respect to Wheal Vor, Mr. Editor, you are perfectly correct. The adventurers in that mine sell through the two houses in question, and make common cause with their brother sufferers. That cause will be triumphant if we continue firm, and allow no "weak inventions of the enemy" to deter us from our great purpose. All we ask is to be allowed to do what we will with our own. Let us not be victimised—let us have no artificial depressions to suit particular purposes—let prices be regulated according to the well understood principles of trade, by demand and supply—give us fair play, and we soon will find employment for the labourer, and remuneration for the capitalist.

I am, Sir, your obedient servant,

Penzance, July 21.

ONE OF THE COMMITTEE.

[The letter of our correspondent is just such as we should expect from a miner, who has felt the evils which existed, and whose sentiments and opinions, we are glad to find, so nearly accord with our own. The thanks of the mining community are especially due to the two houses in question, and we are satisfied, that it is the desire of the miner, and the mine adventurer, that they should derive a fair remuneration; at present, we think the chance is decidedly in favour of the miner. In the end, it will ever be found, that reciprocal feeling and interest is the only safeguard.]

ON THE COST OF ANTHRACITE IN THE MANUFACTURE OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In one of your late Journals is a letter from a correspondent, containing some information relative to the Anthracite Iron and Steel Company, and quoting 2s. 8d. as the reported expense of the fuel to the top of the furnaces. Permit me to say, Sir, that there must be some error in this statement, as every one who is acquainted with the neighbourhood must be well aware that anthracite cannot be delivered to the furnaces tops, or to any other situation, however near it may be to the collieries, at such a sum; and, as a practical man, I beg most decidedly to state my opinion, that double that amount will be much nearer the real cost of the coal. The abovementioned company have, I think, fair prospects of success, but their real interests can never be consulted by putting in their hands such estimates as the above 2s. 8d. forms a part of.

the United Kingdom, and application from Banks or Justice will be preferentially considered." If this be not sufficient evidence to establish the agency of the houses named, we must admit we are incapable of construing the meaning of a prospectus. We know that Acts of Parliament are loosely worded, and the clauses often evaded—that prospectuses should follow, may be considered by some as a matter of course. We can only say that we entertain a different opinion.

OPENING OF THE PRESTON AND WYRE RAILWAY.

This event, so highly interesting to the commercial world, took place on Wednesday, the 15th inst. The circular stated that the procession would move from the North Union Railway station at eleven o'clock in the forenoon, but in consequence of some delay which occurred in the arrival of the Manchester and Liverpool eleven o'clock train, by which a number of gentlemen who intended to join the procession were expected, the start was not made until ten minutes before twelve. The train was a very lengthened one, but was taken in a really majestic manner by two engines—the North Union and the Duchess, both of which were very gaily decorated with a number of flags, as were some of the carriages in which the directors were seated. The concourse of persons assembled to witness the start was very numerous, particularly about the neighbourhood of the Preston and Wyre station, and especially at the viaduct of Tulketh, where some thousands had assembled to witness the train pass over. The train arrived at the Kirkham station in twenty-five minutes from the time of leaving Preston, at which place there was a halt of four minutes' duration. Here the number of persons assembled was very great. The train then passed on to Poulton, and reached the station there in fifteen minutes and a few seconds. Here again the procession was received with deafening cheers from an immense multitude of wondering and admiring spectators, and after a pause of three minutes the signal for a start was given, and the train continued an uninterrupted course to Fleetwood, its final destination, which place it reached exactly at ten minutes to one o'clock, just an hour from leaving Preston, but as there were seven minutes lost in the stoppages at Kirkham and Poulton stations, the whole period occupied in going the nearly twenty miles was but fifty-three minutes—a very fair speed, we think, when it is remembered that the rails must at present offer a much greater resistance than they will do after having been for some time in use. On the arrival of the train at Fleetwood, where it was heartily welcomed by loud cheering and the discharge of artillery, the party proceeded to go on board the steamers, three in number (the Express, the James Dennis, and the Cupid), and were highly gratified by a short sea trip round the recently erected lighthouse, which piece of wonderful skill and contrivance, and in appearance light and elegant beyond all praise, elicited the admiration of every beholder. On the party again getting on *terra firma*, numbers went to the mount, on which there is erected another very elegant piece of architecture, from which situation the prospect of the sea is unbounded. Then again in the far distance may be traced the long line of the northern hills, whilst with a less extended view may be seen immense tracts of fertile land, standing thick with bountiful supplies of food for man and beast; there cannot, in fact, remain a shadow of a doubt, that hereafter, and at no distant period, Fleetwood will be regarded as a place possessing attractions, both in extent and variety, scarcely exceeded by any other marine locality. Having indulged in admiring the diversified scenery which meets the eye from the mount, the party then returned to the town to examine the numerous building undertakings that are springing up in all quarters. And here we must not admit to notice the large and beautiful hotel which is now beginning to rear its magnificent head; that we are justified in saying large, we need only to say that the centre building (which is at present progressing) has seventy feet of frontage, and that there will be two handsome and spacious wings, each of ninety feet frontage, thus making one complete and noble structure of 250 feet of frontage, commanding marine scenery that cannot be excelled, if, indeed, equalled, in the kingdom. Thus employed, they wiled away the interim to three o'clock, the hour appointed for the *dejeuner* in the station. A short time before the arrival of that hour the invited party began to assemble in the building, which had been very tastefully fitted up for the occasion. There were three tables, two long ones, and a cross one, for the chairman (Sir Hesketh Fleetwood) and his more immediate friends. After the removal of the cloth, a number of loyal and other toasts were drunk, that of "Prosperity and every possible advantage to the Preston and Wyre Railway, Harbour, and Dock Company," was received by immense applause, and seconded by numerous discharges of artillery. [We regret to state, that at nearly the close of the day's proceedings, an unfortunate man lost his life by imprudently getting on the top of one of the carriages when in a state of intoxication.]

Fleetwood-on-Wyre is situated at the southern horn of the entrance to Morecambe-bay, and Rampside and Barlisea, near Ulverton, are on the opposite side of the bay, so that the port of Fleetwood is the natural place to embark for the lakes. The steam-boats convey carriages and horses across the bay daily, so that any one leaving London per mail train at night, may, by coming through Preston to Fleetwood-on-Wyre, and crossing Morecambe-bay per steam-boat from Fleetwood, be at Coniston Waters, the first of the lakes, under fourteen hours, from London. The capabilities of the Fleetwood harbour for a harbour of refuge, and as the best harbour for depth of water and facility of safety of entrance, have been borne witness to by Sir Edward Parry, Mr. Cubitt, engineer, Mr. Walker, ditto, Mr. Locke, ditto, as well as the Stephensons, who are now engineers to the company.

GREAT LEINSTER AND MUNSTER RAILWAY.

DUBLIN AND KILKENNY.

The juries assembled at Kilmalham, county Dublin, under the precept of the directors, have concluded the valuation of lands required for the purposes of the railway in that county, and published a high encomium on the able and judicious conduct of the gentlemen concerned for the company during the arrangement. The company have secured the land on very satisfactory terms.

The company for this great national undertaking was incorporated by Act of Parliament, in July, 1837. After having obtained their Act they were rendered unable to avail themselves of its provisions, or commence operations for the construction of the railway, in consequence of the report of the railway commissioners and the measure subsequently introduced into Parliament by government, for the purpose of obtaining a bill to enable them to construct a railway from Dublin to Cork as a public work. This measure not being sanctioned by Parliament, and having been consequently relinquished by government, the directors, immediately upon learning that railways in Ireland were left open to private enterprise, took the necessary steps for the purchase of the lands required for the railway, and in the short space of one month have concluded arrangement with the proprietors along the entire line, on terms as advantageous to the company as satisfactory to the landowners, without being obliged to have recourse to the expensive and too often unsatisfactory adjustment by jury, but in a few unimportant instances.

Previous to the passing of the Act, the commissioners appointed by government to inquire into, and report upon, the best mode of introducing a general system of railways into Ireland, commenced their labours. The company had strong ground for presuming that the Kilkenny line must form the first portion of any extension towards the south of Ireland that the commissioners would recommend. In this expectation the company were disappointed, for the commissioners, in their report, which appeared in August, 1838, gave the preference to a line through Maryborough, to Cork—at the same time it bears this important testimony to the prospects of Kilkenny, as a remunerative speculation, for the commissioners state—"That the first thirty miles of the line leading out of Dublin hold out a special prospect of advantage, over which all the traffic of other places, near as well as remote, must necessarily pass"—and it is a source of great satisfaction to the company to be enabled to refer to this able and important document, as affording incontestable proof of the advantages of the line.

The company were, therefore, placed in this dilemma by the report that they should either construct their line, with the probability of running a line nearly parallel to it, or abandon the undertaking and dissolve the company. The directors determined to adopt neither course, and, relying on the intrinsic value of their line, resolved to wait the issue of the government position. Two years having now elapsed, and Parliament not having enabled the government to carry their project into effect, the Irish secretary (Lord Morpeth) having intimated that all lines of railway were now left open to individual enterprise, the company have re-commenced their operations, which had been for a long time suspended. The line commences at a field near the Royal Hospital, Kilmalham, and terminates at a place named Pennefather's Lot, in the city of Kilkenny, being a distance of 73½ statute miles; and it is gratifying to remark—and affords a strong proof of the public interest in the success of the undertaking—that the landlords, lessors, and occupiers, have, almost without any exception, throughout the entire line, entered at once into amicable arrangements with the company, for the purchase of the land required; and the arrangements of those acting for the company have been attended with such success that, in the space of one month, they have agreed for the valuation, or purchase, of all the lands that will be required for the entire line, from Dublin to Kilkenny.

A long list of noblemen and gentlemen, proprietors of land on the line, have entered into treaties with the company for the purchase of those portions of their estates required for the railway; and from the general feeling evinced, the company have reason to look forward with confidence to every facility being afforded in forwarding the works.

LONDON AND GREENWICH RAILWAY.—In the House of Commons, last night, on the motion of Mr. Low Hedges, the London and Greenwich Railway Enlargement Station Bill was read a third time and passed.

EXTENSIVE IMPROVEMENTS AT STAVELEY IRON WORKS.—The enterprising proprietor of these works, G. H. Barlow, Esq., is now erecting two blast furnaces, nearly opposite to the present buildings, on the south side of the Chesterfield Canal. In order to supply them, when in operation, with coal, collieries will be opened close beside them, and a colliery will, also, be opened at Staveley Netherthorpe. The coal will be conveyed from this mine by means of a branch canal, upwards of a mile long, in the formation of which some progress has been made. The same gentleman, we understand, has just become possessed of the Hagg estate, under his Grace the Duke of Devonshire; and from it, principally, will be derived the minerals required to keep the new works going. These extensive operations will give employment to a vast number of workmen—circumstances at which all must feel gratified.—*Sheffield Iris.*

THE NEW HOUSES OF PARLIAMENT.—Mr. Charles Barry, the architect of the new houses, has had several interviews with Viscount Duncannon and the Hon. Mr. Commissioner Charles Gore, on the subject of laying the foundation stone of the buildings for the Lords and Commons, and it has, we understand, been definitively arranged that the ceremony is to be postponed until early in the ensuing year, when it will probably be laid by her Majesty. Mr. Barry stated to the commissioners that the houses will be completed by the commencement of the session 1844. The workmen, of whom there are nearly 500, are still employed under the contractors in constructing the Speaker's house, Usher of the Black Rod's, and Parliamentary offices, which, by the end of the present year, will, in the opinion of the architect, be twenty or thirty feet from the basement.

COAL DUTIES.—In the House of Commons, on Wednesday evening, it was resolved, "that the duties on coals imported into the port of London, or brought into the river Thames, within the liberty of the city of London, shall be further continued."

DEADLY EXPLOSION OF FIRE-DAMP AT AGECROFT COLLIERY, PENDLETON.—On Monday last a dreadful explosion took place at Mr. Knowles' colliery; and it is our painful duty to state that no less than fifteen individuals suffered considerable injury. No blame can attach to the underlooker, or any person having the management of the works. Every necessary precaution was taken; and the individual who ventured into the mine with a naked candle had, a short time previous to the explosion, been warned of the danger. Two persons—viz., mother and son—were conveyed to the infirmary, having received considerable injury in different parts of the body. The others were conveyed to their respective homes, and promptly attended by the surgeons to the colliery. Although the whole of them have sustained considerable injury from bruises and burns (one mentioning that he was blown upwards of sixty yards), yet it is hoped, that, with one exception, the sufferers will do well.

GREAT WESTERN RAILWAY.—On Monday the line was further opened from Stevenston to the Faringdon road, a distance of sixty-three miles from London. On Saturday last a large party of the directors and their friends, accompanied by Mr. S. Clark and Mr. Brunel, jun., proceeded from Paddington on an experimental trip to the new extension, to examine the state and solidity of the ground, with which they were much satisfied. We understand that three of the recently-constructed arches, near the Bristol terminus, have recently fallen in.

ANOTHER GIGANTIC VIADUCT.—A viaduct over the valley of the river Dane, of dimensions nearly equal to the one over the valleys on each side of the river Mersey, in this town, is about to be contracted for on the line of the Manchester and Birmingham Railway, between Winslow and Crewe. It will have twenty-four arches, of sixty-three feet span each, at an elevation of about eighty feet, and will be upwards of 1700 feet in length. There will be but little difference between the one here and that over the Dane, except that the former has twenty-six arches, and the latter twenty-four, with an altitude of several feet less. We suppose the cost will be much the same; the one here being, we believe, 80,000.—*Stockport Advertiser.*

CHESTER AND BIRKENHEAD RAILWAY.—This undertaking will be opened for traffic in about six weeks. The summer weather has given a great impulse to the progress of the works along the whole of the line, which have, in consequence, proceeded with great rapidity.

DREADFUL RAILWAY ACCIDENT.—Private letters from Naples bring accounts of a shocking accident which took place on the 26th of June on the railway constructed between Naples and Portici. Although the rail was not entirely finished, notice was given that a journey was to be performed on that part which was finished, and the public went in crowds to obtain tickets. His Majesty and all the royal family were anxious to join in the journey, but owing to its being of a dangerous nature were persuaded not to venture. The Prince of Salerno, was also prevented, having been taken ill an hour previous to the starting of the train; the number of persons who entered the carriage is not yet exactly ascertained, but supposed to be from 100 to 300. A short time after their departure the conductor was seized with apoplexy; and the machine, being deprived of its guide, went with great rapidity to the end of the railway which was finished; unfortunately there was a bridge not half covered, which went over a torrent, when the carriage, with the whole of the persons in it, were precipitated into it. It is stated that twenty persons were killed on the spot, and all the others dangerously wounded.

SALE OF COPPER ORES AT TRURO.

Sampled July 8, and sold at Pearce's Hotel, Truro, July 23.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
Tresavean	167	4 4 6.	P. Grenfell	Cook's KR. Gl.	2	6 0.	Vivians.
ditto	103	4 0 6.	—	ditto	4	6.	—
ditto	102	10 6 6.	Williams.	ditto	5	3 6.	—
ditto	99	5 10 6.	P. Grenfell.	ditto	53	1 18 0.	—
ditto	91	5 10 6.	Williams.	Trethellan	109	8 2 0.	—
ditto	87	4 4 6.	P. Grenfell.	ditto	70	4 5 6.	Freemans.
ditto	86	5 8 0.	—	ditto	54	5 18 6.	P. Grenfell.
ditto	82	4 13 0.	—	Tretoft	60	9 6 6.	Vivians.
ditto	66	4 2 6.	—	ditto	51	5 10 0.	—
Wh. Jewel	65	4 1 6.	English Co.	ditto	46	6 6.	Nevill & Co.
ditto	104	5 15 6.	Nevill & Co.	ditto	41	4 10 6.	—
ditto	81	4 0 6.	English Co.	Poldice	60	6 0.	Williams.
ditto	69	6 0 6.	Vivians.	ditto	71	9 8 0.	—
ditto	68	5 8 6.	Mines Royal.	ditto	41	5 6 6.	Nevill & Co.
ditto	63	6 6 6.	Nevill & Co.	Levant	98	11 4 6.	Williams.
ditto	29	9 11 0.	Mines Royal.	ditto	56	7 14 6.	—
Fowey C. 101	6 18 6.	0. Williams.	—	Cartharrack	44	14 6.	Nevill & Co.
ditto	81	6 1 0.	—	ditto	45	8 6.	—
ditto	74	5 10 6.	Freemans.	ditto	58	8 6.	Vivians.
ditto	55	4 13 6.	Vivians.	ditto	10	1 15 6.	Williams.
Unity W.	111	4 12 6.	Williams.	Wh. Maidens	5	9 6.	Nevill & Co.
ditto	69	6 10 6.	Mines Royal.	ditto	49	7 2 6.	Freemans.
ditto	69	9 14 6.	Freemans.	ditto	29	6 17 6.	—
ditto	23	4 8 6.	Mines Royal.	Wh. Trinity	7	19 0.	—
Union	24	5 12 6.	—	Wh. Damson	49	4 9 6.	P. Grenfell.
				Ting-Tang	6	1 14 6.	Williams.
TOTAL PRODUCE.							
Tresavean	621	4 14 6.	Poldice	800	4 14 6.		
Wh. Jewel	310	2 75 0.	Levant	150	2 12 0.		
Forsey Consol.	321	183 1 6.	Carbanreck	174	78 15 0.		
Wh. Unity Wood	272	123 19 6.	Wh. Maidens	79	255 8 0.		
Cook's Kitchen	333	678 10 6.	Wh. Trinity	81	867 10 6.		
Trethellan	283	987 10 6.	Wh. Damson	38	411 17 6.		
Tretoft	292	1290 3 6.	Ting-Tang	6	10 7 0.		
Average standard, 116 16s.—Average produce, 74.—Average price, M. 11s. 6d.—Quantity of ore, 3539 tons.—Quantity of fine copper, 207 tons 6 cwt.—Amount of money, 16,577 4s.—Average standard of last sale, 1051 19s.—Average produce, 74.							

Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels—East Wheal Croft, 67; East Pool, 29; United Hill, 29; Wheal Consol., 28; Wheal Goss, 18; Wheal Eliza, 16; Wheal Charlotte, 12; Wheal Penrath, 67; Treleigh Consol., 24; West Wheal Jewel, 52; Wheal Leda, 21; East Croft, 41; Treighton, 41; Total, 221 tons.

Copper ore for sale on Thursday week, at Tyack's Hotel, Camborne. Mines and Parcels—East Wheal Croft, 67; East Pool, 29; United Hill, 29; Wheal Consol., 28; Wheal Goss, 18; Wheal Eliza, 16; Wheal Charlotte, 12; Wheal Penrath, 67; Treleigh Consol., 24; West Wheal Jewel, 52; Wheal Leda, 21; East Croft, 41; Treighton, 41; Total, 221 tons.

COPPER ORES SOLD BY PRIVATE CONTRACT.

Mines. Tons. Price. Purchasers.

South Cadom. 64. 45 17 6. Williams and Co.

Ditto. 51. 9 12 6. Ditto

PURCHASES OF COPPER ORES AT SWANSEA,

July 15.

Purchaser.	Mines.	Tons.	Total	Price.	Amount.	Total amount.
1. EXCISE CO- P.R. CO.	Cobre	40	18 17			

